



**FINAL**  
**Los Angeles to Palmdale Project EIR/EIS**

**FISCAL YEAR 2007-2008  
PUBLIC PARTICIPATION  
SUMMARY REPORT**

**PREPARED FOR**  
California High Speed Rail Authority

925 L Street, Suite 1425  
Sacramento, CA 95814

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**PREPARED BY**  
Hatch Mott MacDonald, URS, & Arup  
**Joint Venture**




Hatch Mott MacDonald, URS, & Arup  
A HIGH-SPEED RAIL JOINT VENTURE

Prepared by: Sylvia Novoa and Annette Cortez

Checked by: Dennis Papilion

Approved by:   
Tim Whyte 02/25/2009  
Date

Released by:   
Daniel Tempelis 02/13/2009  
Date

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## 1.0 INTRODUCTION

The California High Speed Rail Authority's (CHSRA) outreach goal for this phase was to educate the residents of the city and county of Los Angeles on the alternatives that were selected as part of the environmental process. The LA-Palmdale outreach team was charged with educating the public on the benefits and opportunities available through the approval of a High-Speed Rail (HSR) system.

In September of 2007 with the approval of the State's fiscal year budget, the LA-Palmdale team, in association with the CHSRA, determined that study efforts would be focused on the alignment between Los Angeles Union Station (LAUS) and the 134 Freeway (SR 134). The area between Union Station and SR 134 was identified in the Programmatic EIR/EIS as an area of further study and alignment development due to proposed future park development along the Los Angeles River and nearby vacant land.

Because of the limited outreach area the HMM, URS, Arup Public Outreach team suggested the following limited outreach activities:

- Meeting with Key Influentials/Elected Officials
- Meeting with Key Influentials/Organizations
- Formation of a Stakeholder Working Group (SWG)
- Quarterly SWG Meeting
- Roundtable Meetings

From September 2007 to June of 2008, the outreach team met with Councilmembers Reyes and LaBonge, and Huizar's staff to discuss the seven original alternatives that had been developed. These alternatives included a variety of options including a combination of underground, at-grade and aerial structures as well as the possibility of the constructing an alternative station adjacent to LAUS specifically for high speed train service. The alternatives were described to Councilmen Reyes, Huizar and LaBonge and they were informed that their input, along with that of the public would determine the alternative, or combination thereof selected.

Of the activities that were planned for 2008, the following took place:

- Meeting with Key Influentials/Elected Officials
- Meeting with Key Influentials/Organizations
- Interagency Meetings
- Formation of a SWG
- SWG Meeting
- Activity Center Events

The program management team decided that at this point roundtable meetings would be postponed until the next outreach phase.

## **2.0 2008 PUBLIC PARTICIPATION PLAN**

In January 2008, the outreach team drafted a public outreach plan (see appendix A). The goal of the plan was to describe the methodology we would use to educate and update community members, elected officials and community organizations on what our team had learned during the Scoping phase and how the information we had received from the public would be incorporated into the development of future alignment decisions. The plan also includes collaborating with the Anaheim-LA section outreach team on the outreach efforts in the areas surrounding the LAUS and on the planning of the May SWG meeting.

Since the outreach area would be limited to a portion of the LA-Palmdale section (LAUS to SR 135), the public outreach team focused its efforts on the following activities.

- Meeting with Key Influentials / Elected Officials
- Meeting with Key Influentials / Organizations
- Formation of a Stakeholder Working Group
- Quarterly SWG meetings
- Roundtable meetings

### 3.0 SUMMARY OF OUTREACH ACTIVITIES

In April of 2008, the CHSRA suggested the implementation of more expanded and diverse outreach efforts. As a result, the LA-Palmdale outreach team has maintained its involvement with elected officials and organizational outreach efforts. In addition, it has augmented its activities by:

- Attending a minimum of 3 activity center events per month
- Weekly attendance at 3 or more community meetings per week
- Communicating with 62 local elected office holders regarding one-on-one briefings or a Council Study Session for the smaller cities
- Posting HSR information in local community electronic or hard copy newsletters and in activity center event programs
- Setting-up a project dedicated email address and toll-free number

The outreach activities implemented in this phase have shifted from providing outreach to the area between LAUS and the 134 freeway to ensuring that the CHSRA, as well as the project team, builds relationships with stakeholders throughout the cities of Los Angeles, Glendale, Burbank, Sylmar, Santa Clarita, Palmdale, outlying areas such as Pasadena, Ventura, Thousand Oaks, South Pasadena, La Canada Flintridge, North Hollywood, Van Nuys, Sherman Oaks, Camarillo, Encino and Calabasas.

The expanded HSR LA-Palmdale outreach efforts began on May 1, 2008. The outreach plan includes the implementation of several strategies, including meetings and collaboration with elected officials, developing and maintaining partnerships with key organizations by providing project briefings, attendance at local key events and activity centers, meetings with neighborhood councils and chambers of commerce as well as other stakeholders listed in the "target stakeholders" section below. Over 4000 stakeholders have been reached via meetings, activity event centers and newsletters.

#### Target Stakeholders

The Los Angeles-Palmdale Outreach Team distributed project information and increased briefings to the following groups/organizations during this phase:

- City Mayors
- City Managers
- City Council Members
- Los Angeles County Board of Supervisors
- Federal and State Elected Officials
- Local Agencies
- Transportation Related Businesses
- Real Estate Related Businesses
- Community Organizations
  - United Chambers of Commerce
  - Valley Industry & Commerce Association
  - Los Angeles Chamber of Commerce
  - Central City Association

- Environmental Groups
- LA Neighborhood Councils/Watch Groups/HOA

The participation of the LA-Palmdale Outreach Team in activities held throughout the greater Los Angeles area has created an increased awareness and understanding of the project and promoted public involvement and support. The Outreach Team has managed all logistical planning for events, developed information that helps explain the planned HSR system, and created stakeholder networks that promote project information. The LA-Palmdale Outreach Team, in conjunction with the statewide outreach team developed section fact sheets, project display boards and other collateral material to distribute and display at the events.

## 4.0 MEETINGS WITH KEY INFLUENTIALS/ELECTED OFFICIALS

The HSR Team briefed Los Angeles elected officials on the updates of the proposed HSR alignments. The briefings maintained the local elected and their staff updated on the project, public meetings, constituents input and concerns, if any.

The public outreach team was responsible for scheduling the meetings, coordinated logistics and note taking (see appendix B for meeting notes) for the meetings listed below.

- Councilmember Ed Reyes:  
October 15, 2007, February 21, 2008 & June 10, 2008
- Councilmember Tom LaBonge:  
October 29, 2007, March 19, 2008, June 10, 2008
- Councilmember Jose Huizar:  
May 9, 2008
- Burbank City Council Study Session  
June 24, 2008

In addition, the outreach team mailed 62 letters to Mayors, City Councilmembers and City Managers for the following cities (see appendix C for letter and mailing list):

- Burbank
- Glendale
- Los Angeles
- Palmdale
- San Fernando
- Santa Clarita
- Lancaster

These cities are outside of the jurisdiction of the City of Los Angeles but are important cities along the corridor. The letters informed the group that the HSR outreach team would be in their cities meeting with constituents about the HRS project and offered elected officials the option of participating in a Council Study Session.

## 5.0 COMMUNITY PROJECT BRIEFINGS

In addition to meeting with community members interested in the project at local activity centers, over 100 community groups and organizations were contacted and offered a one-on-one briefing. Over 30 have accepted to date. Members of the LA-Palmdale outreach team will be meeting with these groups and offering them an opportunity to learn more about the HSR project throughout the end of the year. The outreach team was responsible for scheduling the meetings, providing CHSRA literature packets and note taking (see appendix D for meeting notes).

Below are some of the organizations that were contacted by the LA-Palmdale Outreach Team:

### Neighborhood Councils

- Arleta
- Arroyo Seco
- Atwater Village
- Boyle Heights
- Central Hollywood
- Chatsworth
- Downtown Los Angeles
- Eagle Rock
- El Sereno
- Elysian Valley Riverside
- Foothill Trails
- Glassell Park
- Granada Hills
- Granada Hills South
- Greater Cypress Park
- Greater Echo Park Elysian
- Greater Griffith Park
- Highland Park
- Historic Highland Park
- Lincoln Heights
- Mission Hills
- North Hill West
- Northridge East
- Northridge West
- Pacoima
- Pico Union
- Silver Lake
- Sun Valley Area
- Sunland-Tujunga
- Sylmar

### Chambers of Commerce

- Burbank
- Calabasas
- Camarillo
- Encino
- Glendale
- La Canada Flintridge
- Los Angeles
- North Hollywood
- Oxnard
- Pasadena
- Santa Clarita
- Sherman Oaks
- South Pasadena
- Sylmar
- Thousand Oaks
- Universal City North Hollywood
- Van Nuys
- Ventura

### Other Organizations

- Valley Industry & Commerce Association
- Women in Transportation Seminars
- Electric Vehicle Association
- CA Chapter American Planning Association (CCAPA)
- Los Angeles Central City Association
- National Democratic Party form North Valley
- Green Technology
- Reconnecting American and the Seaside Institute
- Economic Alliance of the San Fernando Valley
- Los Angeles Neighborhood Initiative (LANI)

Over 250 literature packets were distributed at the community briefings listed below.

- April 24, 2008, Economic Alliance of the San Fernando Valley
- April 24, 2008, Valley Industry and Commerce Association (VICA) of the San Fernando Valley Board Meeting
- April 30, 2008, Burbank Chamber of Commerce
- May 13, 2008, VICA Land Use and Transportation Joint Subcommittee
- May 15, VICA, Government Affairs Subcommittee
- May 20, 2008, Economic Alliance of the San Fernando Valley
- June 12, 2008, Atwater NBHD Council
- June 19, 2008, North Valley National Democratic Party
- June 23, 2008, Central Hollywood NBHD Council
- June 24, 2008, Central City Association Transportation Committee



## 6.0 INTERAGENCY MEETINGS

The outreach team supported the technical team in preparing presentations for the interagency meetings (see appendix E for meeting notes).

- March 5, 2008, Environmental Groups
- March 6, 2008, Transportation and Local Agency Groups
- March 25, 2008, US Corps of Engineers, LA District
- April 2, 2008, City of Los Angeles Representatives
- May 1, 2008, Los Angeles County Metro
- May 22, 2008, Environmental/Local Agencies Group and Transportation Group

## 7.0 STAKEHOLDER WORKING GROUPS (SWG)

The goal of the SWG is to create a community group that allows the diverse communities along the corridor to learn more about the HSR project participate in corridor-wide discussions regarding community cares, concerns and benefits and provide a voice for their individual community with regard to the HSR project.

Over 1000 community leaders were invited to the combined (Anaheim-LA and LA-Palmdale sections) May 6, 2008 SWG meeting (see appendix F for invitation letter and mailing list). The SWG meeting was held at the Norwalk Sports and Arts Complex in Norwalk, CA. This meeting was the second one hosted for the Anaheim-LA section and the first for the LA-Palmdale section.

The purpose of the SWG meeting was to continue developing open communication among differing interests and serve to move the proposed high-speed train project forward in the spirit of compromise and cooperation while providing regional involvement for the corridor. The combined group's discussions included community concerns from both corridors; the LA to Palmdale and Anaheim to LA high-speed train alignments.

The Anaheim-LA outreach team managed the coordination of the meeting location, presentations and meeting notes (see appendix G for meeting notes). The meeting was attended by 45 SWG members representing elected offices, school districts, environmental groups, safety agencies, universities, chambers, local public agencies and other community-based organizations.

The LA-Palmdale team invited stakeholders that were suggested by Council members LaBonge and Reyes. Approximately 100 community members who work or reside in the area between LAUS and SR 134 were invited to participate in the first LA-Palmdale SWG meeting. Prospective members were asked to: agree to the Roles and Responsibilities and to sign a Letter of Commitment for the SWG.

The meeting information packet included a copy of the agenda, presentations, Letter of Commitment, Roles and Responsibilities, Interest Form, LA-Palmdale and Anaheim-LA section Fact Sheets and project DVD (see appendix H for SWG meeting packet).

## 8.0 ACTIVITY CENTER EVENTS

Activity centers provided an excellent opportunity for one-on-one conversations between the LA-Palmdale Outreach Team and the public. This format allows for interesting interactive displays, distribution of section fact sheets and other project literature, the collection of stakeholder contact information and immediate feedback on the project. Additional benefits included the opportunity to increase the visibility of the project at local events and allows for larger segments of the community to view the project's DVD and boards, informational material and websites.

An estimated 3000 stakeholders were reached during our activity center outreach. More than 100 contact cards (see appendix I for contact lists) were collected at the activity centers listed below. The CHSRA project material distributed includes:

- Financing California's High-Speed Train System
- Moving California Forward - California's High-Speed Train System
- A Better Option for Southern California High Speed-Rail Authority
- LA-Palmdale section Fact Sheet
- Interest Forms and project DVDs
- HSR boards were displayed and the project's DVD was played continuously at the activity centers.

### **2008 San Fernando Valley Economic Summit, May 8, 2008**

The Economic Alliance of the San Fernando Valley hosted the 2008 San Fernando Valley Economic Summit at the Universal City Sheraton on Thursday, May 8, 2008. The summit was attended by over 250 local businesses, employers and city leaders. Over 200 HSR literature packets were distributed and 14 contact cards were received at the summit. The project information was well received; people were excited to learn about the possibility of a high-speed train system in their region.

### **Los Angeles Neighborhood Initiative (LANI) 6th Annual Community Forum, May 15, 2008**

LANI hosted the 6<sup>th</sup> Annual Community Forum at the USC Davidson Conference Center on Thursday, May 15, 2008. The forum was attended by over 250 community leaders, residents and elected officials. An estimated 200 HSR literature packets were distributed and 30 contact cards were received at the forum. Many of the attendees were not aware of the HSR project, but were excited to learn about the potential for a high-speed train in the region.

### **The Los Angeles Streetcar Workshop, May 22, 2008**

Reconnecting America and the Seaside Institute hosted the Los Angeles Streetcar Workshop on Thursday, May 22, 2008 at the Orpheum Theatre in downtown Los Angeles. The workshop was attended by over 275 local downtown Los Angeles residents and elected officials. Over 100 HSR literature packets were distributed and over 20 contact cards were received at the workshop.

Councilmember Tom LaBonge stopped by our information table to express his support for the project and offer his office as a resource for moving the project forward.

### **Atwater Village Street Fair, June 8, 2008**

The Atwater Village Street Fair held on Sunday, June 8, 2008 was hosted by the Atwater Village Neighborhood Council (AVNC). There were an estimated 2000 people in attendance at the Street Festival. Over 100 HSR literature packets were distributed and over 10 contact cards were received at the Fair. In addition to the Street Festival, a Farmers Market was taking place across the street. The President of the Atwater Village Neighborhood Council (AVNC), Mark Waldner, indicated that this was the

largest turnout the festival had ever experienced. Participants at the Festival expressed strong support for the HSR project.

Many of the festival participants were aware of the HSR project and stated they would be at the Atwater Village Neighborhood Council meeting on Thursday, June 12, 2008 and looking forward to hearing more about the HSR project being presented to the council.

**Green Pasadena Leadership Summit and Community Expo, Building Communities for Future Generations, June 7 & 8, 2008**

The Green Pasadena Leadership Summit and Community Expo held at the Pasadena Convention Center on Saturday, June 7 and Sunday, June 8, 2008 was hosted by Green Technology. The summit was attended by an estimated 500 people, including community leaders, elected officials, local residents and agency representatives. Over 200 HSR literature packets were distributed and over 40 contact cards were received at the summit.

The CHSRA was listed as an exhibitor on 500 copies of the Summit's Program Guide (see appendix J).

## 9.0 ADS AND NEWSLETTERS

One way to increase project visibility and continue to build relationships in the community is to place information regarding the HSR project in local community newsletters. Community members are familiar with publications from their local City, Chamber of Commerce or Neighborhood Council and therefore more likely to participate in meetings if they are advertised in a source they trust. The following organizations have agreed to place information regarding the HSR project in their newsletters:

- North Hills West Neighborhood Council Newsletter, July 2008 issue  
500 hard copies and posting on website.
- Burbank Chamber of Commerce, Business Journal, July 2008 issue  
8000 copies mailed and emailed copies to 1000 members.

Copies of the newsletters will not be available until mid July 2008.

## 10.0 SPECIAL OUTREACH ACTIVITIES

In addition to participating in events with community groups and organizations, the LA-Palmdale team is working on creating events that highlight the HSR project in a positive and community friendly manner. Events such as the CHSRA Board Meeting, Culver City Music Festival, Universal City North Hollywood (UCNH) Chamber of Commerce, Women in Transportation Seminar Luncheon, the LaBonge Transportation event and Supervisor's Antonovich's Chamber event offer the unique opportunity to become part of the fabric of the existing community while educating the public on the HSR project in a familiar environment.

- **Culver City Music Festival, City of Culver City, July 10 - August 28, 2008**

Culver City is hosting the 14<sup>th</sup> Annual Culver City Music Festival series. The series is presented in the Courtyard of Culver City's City Hall at 9770 Culver Boulevard. Concerts are presented every Thursday evening from 7pm-9pm from July 10 to August 28, 2008. As a sponsor of the series, the CHSRA's logo is posted on the City website at [www.culvercitymusic.org](http://www.culvercitymusic.org) and on the event banner, which is located in city hall. The sponsorship also includes the opportunity to distribute HSR project literature at the event. An estimated 200 HSR literature packets were mailed to the City of Culver City.

- **Universal City North Hollywood (UCNH) Chamber of Commerce L.A. Largest Mixer, July 24, 2008**

The UCNH Chamber of Commerce is hosting the 10<sup>th</sup> Annual L.A. Largest Mixer on June 24, 2008 at the Shrine Auditorium. Over 3000 community leaders and business people representing hundreds of industries and companies in and around the L.A. County are expected to attend the mixer. The outreach team has confirmed an HSR information table and has secured a 1/2-page HSR advertisement in the events program (over 2500 printed).

- **Women in Transportation Seminar (WTS) Luncheon, LA Chapter, August 19, 2008**

The Los Angeles Area Chapter of the Women's Transportation Seminar is the largest chapter in the 4,500-member WTS international organization. LA's most senior transportation professionals (both men and women) are members. This group represents every transportation mode, agencies, global consulting firms, small businesses, transportation magazines, and universities (both faculty and students).

The LA-Palmdale Outreach Team scheduled Mehdi Morshed, CHSRA Executive Director as the keynote speaker at the group's August luncheon. The outreach team will coordinate all the logistics including presentation, project displays and will distribute the SD-Anaheim, Anaheim-LA and LA-Palmdale section fact sheets and CHSRA literature. Over 200 transportation professionals are expected to attend the luncheon.

- **Councilmember Tom LaBonge Transportation Event**

Working in close coordination with Councilmember Tom LaBonge's 4th Council District Transportation Deputy, the LA-Palmdale outreach team is in the process of developing a transportation event to be sponsored by the Councilman. The purpose of the event is to educate residents of the 4th Council District and members of the District's Neighborhood Councils on the HSR project. Councilman LaBonge is a strong supporter of the HSR project and has sponsored past HSR events, written letters of support and spoken in favor of the project on numerous occasions. Councilman LaBonge has pledged to provide the necessary structure and forum to ensure a well-received event.

- **LA County Supervisor Michael Antonovich Chambers of Commerce Event**

The LA-Palmdale team is in communication with Mike Cano, Transportation Deputy for Supervisor Mike Antonovich about hosting an HSR meeting for the Chambers in his supervisory district including the San Gabriel and San Fernando Valley.

#### **Other Outreach Activities**

- **California High-Speed Rail Authority Board Meeting, June 11, 2008**

The LA-Palmdale Outreach Team emailed invitations to the June 11, 2008 CHSRA board meeting to over 500 contacts that have been received at meetings and at the activity center events. The outreach team also assisted in the development of the LA-Palmdale section presentation to the board and staffed the meeting.

## 11.0 UPCOMING MEETINGS AND ACTIVITY CENTER EVENTS

As a result of our increased participation and visibility at activity centers events, our written communications with neighborhood groups and elected officials, the following groups have asked that we present information regarding the HSR at their upcoming community meetings. The outreach team is also coordinating upcoming activity center events. The meetings and activity center activities listed below are tentative and more requests are being received.

- July 2, 2008, LA-32 El Sereno NBHD Council
- July 8, 2008, Northridge West NBHD Council
- July 8, 2008, Downtown Los Angeles NBHD Council
- July 9, 2008, L.A. Chamber of Commerce
- July 16, 2008, North Hill West NBHD Council
- July 17, 2008, L.A. Supervisor Michael Antonovich and Judge Kopp Breakfast
- July 19, 2008, Electric Vehicle Association
- August 4, 2008, Burbank Chamber of Commerce
- August 2008, Arleta Neighborhood Council
- August 2008, City of Palmdale Council Study Session
- August 4, 2008, Burbank Chamber of Commerce Luncheon
- August 19, 2008, Women in Transportation Seminar (WTS) Luncheon
- September 2, 2008, Santa Clarita Council Study Session
- October 30, 2008, Valley Industry & Commerce Association (VICA)
- Pending, Congresswoman Loretta Sanchez
- Pending, L.A. County Supervisor Gloria Molina
- Pending, L.A. Councilmembers Tom LaBonge & Jose Huizar

### Activity Center Activities

- July 10, 2008 - August 28, 2008, Culver City Music Festival
- July 24, 2008, Universal City N.H. Chamber of Commerce L.A. Largest Mixer
- September 25, 2008, LA Chamber of Commerce Access LA City Hall
- September 23,– September 28, 2008, CA Chapter American Planning Association (CCAPA) 2008 Conference
- October 20, 2008, LA Chamber of Commerce Annual Mobility 21 Summit



## **Appendix A.      JANUARY 2008 PUBLIC PARTICIPATION PLAN**

**PRELIMINARY PUBLIC OUTREACH PLAN  
FOR THE HIGH SPEED TRAIN PROJECT  
LOS ANGELES TO PALMDALE**

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**PUBLIC OUTREACH PLAN**

**January 2008**

Prepared for:

California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814



Prepared by:

Hatch Mott MacDonald, URS, & Arup  
A HIGH-SPEED RAIL JOINT VENTURE

Public Outreach Plan

Date	Rev	Originator	Checked	Approved	Status
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LOS ANGELES TO PALMDALE REGION – PUBLIC OUTREACH PLAN

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## LOS ANGELES TO PALMDALE REGION – PUBLIC OUTREACH PLAN

### 1.0 PROJECT ACTIVITIES

The LA-Palmdale team, in association with the HSR Authority, will focus its study efforts on the alignment between Union Station and the 134 Freeway (SR 134) during fiscal year funding 2007/2008. The area between Union Station and SR 134 was identified in the Programmatic EIR/EIS as an area of further study and alignment development due to local concerns with proposed future park development along the Los Angeles River and nearby vacant land.

As part of our Phase II Project Activities, the HMM, URS, Arup Public Outreach team suggests the following:

#### 1.1 MEET WITH KEY INFLUENTIALS

While our geographic outreach area has been reduced to the area between Union Station and SR 134, the Public Outreach team recommends that we meet with the following individuals and update them on the status of the budget and the EIR/EIS study process:

- Councilman Ed Reyes (City of Los Angeles)
- Councilman Tom LaBonge (City of Los Angeles)
- County Supervisor Mike Antonovich (County of Los Angeles)
- County Supervisor Gloria Molina (County of Los Angeles)
- City of Santa Clarita
- City of Palmdale

The Public Outreach team also suggests working with Councilmembers Reyes and LaBonge regarding the selection of members for participation in the Stakeholder Review Group. The Stakeholder Review Group participants will not be directly appointed by the Council office or be a representative of that office. We anticipate that by suggesting participants for the Stakeholder Review Group, the Council offices will feel engaged in the process and supportive of future recommendations made by the Stakeholder Review Group. The Public Outreach team suggests that briefings with elected officials begin in the fall of 2007 and continue through the fiscal year. Meetings have already been scheduled and held with Councilmembers Reyes and LaBonge. The Public Outreach team also suggests meetings with Supervisors Molina and Antonovich, and the Cities of Santa Clarita and Palmdale. In the case of Palmdale, these meeting will be coordinated with the Palmdale-Fresno Team to avoid duplicated efforts. These meetings are suggested to ensure that these powerful and supportive key elected officials and cities are kept updated on the progress of the EIR/EIS. A meeting request has been sent to Supervisor Antonovich's Field Deputy Mike Cano, and meetings with other stakeholders are pending team approval. A meeting with the City of Palmdale was held recently and attended by members of the Palmdale-Fresno Team.

#### 1.2 STAKEHOLDER REVIEW GROUP

A Stakeholder Review Group (SRG) will be created for the LA-Palmdale section. The SRG will include key stakeholders along the corridor. The SRG will help voice and

1-1



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## LOS ANGELES TO PALMDALE REGION – PUBLIC OUTREACH PLAN

### 1.0 PROJECT ACTIVITIES

resolve community concerns along the corridor by providing an overall and unbiased opinion on what improvements may need to be made to HSR for community acceptance.

#### 1.3 SRG MEMBERS

Members of the SRG will be selected from each of the section areas including the cities of Los Angeles, Glendale, Burbank, Santa Clarita, Palmdale and Lancaster. For fiscal year 2007-08 only three to four local residents along the LA River Corridor will be selected. Once full funding for the LA-Palmdale section is received, the LA-Palmdale SRG will include approximately 15 members.

Potential members for the LA-Palmdale Stakeholder Review Group have been identified and once vetted by the team, will be contacted by early 2008. The LA-Palmdale team, with input from the Council offices, has tentatively identified the following members for the SRG:

- Joe Linton (Livable Places)
- Tim Grabel (NRDC)
- Raul Macias-Anahuac (soccer group)
- Robert Garcia (City Project)
- Helene Schpak (community member)

#### 1.4 SRG PURPOSE AND FUNCTION

The Stakeholder Review Group will be advisory in nature and will be consulted on a semi-annual basis or upon completion of key developments. Members of the public who are not members of the SRG and would like to be kept updated on the status of HSR are welcome to attend meetings but will not be considered formal members of the Stakeholder Review Group. Members of the LA-Palmdale stakeholder group will partner with representatives of the LA-Anaheim section during this fiscal year. When future funding becomes available, members of the SRG who are part of the LA-Palmdale section will separate from the combined section group and become members of a standalone SRG for the LA-Palmdale section.

Since meetings will be held jointly with the LA-Anaheim team, the LA-Anaheim team will take responsibility of the SRG effort and identify meeting locations, securing the date, and designing and sending out meeting notices. The LA-Palmdale Public Outreach team will be responsible for contacting and coordinating the attendance of LA-Palmdale Stakeholder Review Group members. The LA-Palmdale team will help develop the meeting agenda and provide meeting support on an as needed basis.

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Hatch Mott MacDonald, URS, & Arup  
A HIGH-SPEED RAIL JOINT VENTURE

**LOS ANGELES TO PALMDALE REGION – PUBLIC OUTREACH PLAN**

**1.0 PROJECT ACTIVITIES**

**1.5 SRG MEETING SCHEDULE**

The first Stakeholder Review Group meeting is currently planned for mid to late March 2008 and will be coordinated by the LA-Anaheim Public Outreach team. This date is tentative.

**1.6 ROUNDTABLE MEETINGS**

After the combined LA-Palmdale and LA-Anaheim SRG meets for the first time, the HMM, URS, Arup Public Outreach team will schedule a day of roundtables. Roundtables are made up of a small group of participants, no more than 15 or 20 people that represent a specific interest throughout a broader geographic area. Three to four roundtable meetings are held on one day and at one location but are staggered throughout the day. The LA-Palmdale roundtable groups are organized into environmental interests, homeowners, and business owners.

**1.7 ROUNDTABLES MEMBERS**

Invitations to the first set of roundtables will be sent out after the Stakeholder Review Group meets. Roundtables are different than the Stakeholder Review Group. While Stakeholder Review Group members are key individuals with a more regional perspective, roundtable participants have more of an issue and geographic focus. Roundtable participants will have a specific interest area (i.e. environmental, community, or business) along the HSR section. For fiscal year 2007-2008, elected officials will not be included, however, once full funding is received, elected officials will then be included as a separate roundtable participant group.

Invitations will go out to environmentalists, homeowners, and business owners previously identified in our database. There will be a total of three roundtables consisting of 15-20 participants each. It is anticipated the following Roundtables will be formed:

- Environmentalists will be invited to the environmental meeting. Discussion will focus on the environmental benefits of HSR along the corridor. What if any impacts will the alignment choices have on the river? What will be the impacts to air quality?
- Homeowners will be invited to the homeowner meeting. This meeting will focus on issues that are important to local residents. How will HSR impact the view from my house? Will HSR impact enjoyment of my property?
- Business owners will be invited to the business meeting. Will the HSR bring added business?

While there may be participants who fall into more than one group, discussion will be focused on only one issue area. For example, the environmental meeting will only address environmental issues while the homeowner meeting will only discuss homeowner issues. After funding is secured for 2009, we will host elected official

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Hatch Mott MacDonald, URS, & Arup  
A HIGH-SPEED RAIL JOINT VENTURE

## LOS ANGELES TO PALMDALE REGION – PUBLIC OUTREACH PLAN

### 1.0 PROJECT ACTIVITIES

roundtables that will include elected officials from the entire corridor. The goal of the elected official roundtable is to hear and have heard corridor-wide elected official concerns. Not only will elected officials from LA have input in the HSR public outreach process but, representatives from the cities of Glendale, Burbank, Santa Clarita, Palmdale and Lancaster will also have an opportunity to voice their issues and concerns directly to other elected officials and the Authority. This roundtable format, which includes elected representatives from the entire corridor, will focus on the overall benefits of the HSR, not just the area they specifically represent.

#### 1.8 ROUNDTABLE PURPOSE AND FUNCTION

In an open forum format, similar to that of a charette, participants will discuss HSR concerns as it relates to their specific interest.

- Will the HSR bring them benefits?
- What is the downside?
- How can the HSR work for everyone along the corridor?
- Is it possible to put the HSR in a trench?
- Is that beneficial?
- Will grade separations improve quality of life throughout the corridor?

The roundtables will allow local geographic groups, in this case those between Union Station and the 134 freeway, with specific interests to be involved in the EIR/EIS process by encouraging them to meet and discuss issues that were presented at the SRG. These roundtable meetings will allow the public outreach team and the Authority an opportunity to hear what issues are important to various segments of the population. This format will allow community members to understand that HSR issues are not just about individuals and their community but about a broader corridor. It allows community members the opportunity to understand the benefits and impacts of HSR.

At these meetings, the project team will introduce project alternatives and solicit community comments and concerns. The format will allow community members to understand that HSR issues are not just about individuals and their local community but involves a broader region.

#### 1.9 SCHEDULE ROUNDTABLES

Members of the Stakeholder Review Group will be invited to participate in the roundtables but participation will be broken down by the interests indicated above. The roundtables will be held all on one day. Meetings will be held consecutively and will begin with the business meeting at lunch, the environmental meeting in the afternoon and the homeowner meeting in the early evening. These meetings are scheduled to occur in mid to late April 2008 and will be scheduled after the SRG meeting has been completed.

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## **APPENDIX A: BUSINESS CONTACTS**

High-Speed Rail  
Union Station to SR 134  
Business Owners

COMPANY	PREFIX	FIRST	MID LAST	TITLE	DEPT	STREET	CITY	STATE	ZIP	COUNTY	REGION	PHONE	FAX	EMAIL	CATEGORY
Asian Business League of So. CA	Ms.	Jacquelyn	Chung	Executive Admin.		335 E 2nd St Ste 220	Los Angeles	CA	90012-4200	Los Angeles	LA-Union Station	805-834-4814	805-834-0972		Business
California State Bar Association	Mr.	Arnoldo	Beltran			221 N Figueroa St # 1000	Los Angeles	CA	90012-2039	Los Angeles	LA-Union Station	918-249-0542			Business
California State Bar Association	The Honorable	Mal	Rezana	President/ Presiding Judge		111 N Grand Ave # 534C	Los Angeles	CA	90012-3004	Los Angeles	LA-Union Station	909-621-8887	909-621-8898		BUS
Casella Development Corp.	Ms.	Christine	Pierce	Vice President of Development		800 N Alameda St Ste 100	Los Angeles	CA	90012-2178	Los Angeles	LA-Union Station	213-625-5665			BUS
Casella Development Corp.	Mr.	Tim	Carey			800 N Alameda St Ste 100	Los Angeles	CA	90012-2178	Los Angeles	LA-Union Station	213-625-5665			BUS
Casella Development Corp.	Mr.	Frank	Medina	President		800 N Alameda St Ste 100	Los Angeles	CA	90012-2178	Los Angeles	LA-Union Station	213-625-5665	213-617-6463		BUS
Eagle Consulting Group	Mr.					1250 Las Flores Dr	Los Angeles	CA	90041-1618	Los Angeles	Eagle Rock	213-923-3062			Business
Libertis Mexico						1632 V Sunset Blvd	Los Angeles	CA	90026-4227	Los Angeles	Echo Park	213-621-2800			Business
Lincoln Heights Chamber of Commerce						2716 N Broadway Ste 208	Los Angeles	CA	90031-2035	Los Angeles	Lincoln Heights				Business
Los Angeles Department of Water & Power	Mr.	Bertrand	Thomas	Ph.d Electrical Engineer		111 N Hope St	Los Angeles	CA	90012-2807	Los Angeles	LA-Union Station				BUS
Los Angeles Water And Power Employees Association Inc						111 N Hope St Box A17	Los Angeles	CA	90012-2807	Los Angeles	LA-Union Station				Business
Mexican American Bar Association	Ms.	Teresa	Sanchez Gordon	Chair		312 North Spring Street Ste 1503	Los Angeles	CA	90012	Los Angeles	LA-Downtown (Perry)	213-684-4286			BUS
Mexican American Chamber of Commerce & Industry	Mr.	Cesar	Ortuno	President		PO Box 65766	Los Angeles	CA	90065-0766	Los Angeles	Glassell Park	800-822-AIDS			Business
SCBBA	Mr.	A.	J. Mullate	Manager		1555 N San Fernando Rd	Los Angeles	CA	90095-1261	Los Angeles	Cypress Park	323-224-3478	323-225-2471	Malinda@scbba.net	Business

## **APPENDIX B: ENVIRONMENTAL CONTACTS**

High Speed Rail  
Union Station to SR 134  
Environmental Groups

COMPANY	PREFIX	FIRST	LAST	TITLE	STREET	CITY	STATE	ZIP	COUNTY	REGION	PHONE	FAX	EMAIL	CATEGORY
Friends of the Los Angeles River	Mr.	Joe	Upton	Outreach Director	570 W Avenue 26 Ste 250	Los Angeles	CA	90065-1047	Los Angeles	Glassell Park	3232230585	3232332289	jinton@jolar.org	ENV
Friends of the Los Angeles River	Mr.	Lewis	MacAdams	Chair	570 W Avenue 26 Ste 250	Los Angeles	CA	90065-1047	Los Angeles	Glassell Park	3232230585	3232332289	mail@jolar.org	ENV
Friends of the Los Angeles River	Ms.	Shelly	Backlar	Executive Director	4730 Crystal Springs Dr	Los Angeles	CA	90065-1047	Los Angeles	Glassell Park	3232230585	3232332289	sbacklar@jolar.org	ENV
Griffin Park	Mr.	Jon Kirk	Mukli	General Manager	3919 Rigall Ave	Los Angeles	CA	90039-1314	Los Angeles	Griffith Park	3239134688		gunter-thiede@gmx.de	ENV
Hollywood Dressage					3919 Rigall Ave	Los Angeles	CA	90039-1314	Los Angeles	Alwater Village	8189131202		mechotom@earthlink.net	ENV
Linda Green Stables					3919 Rigall Ave	Los Angeles	CA	90039-1314	Los Angeles	Alwater Village	6268620301		linnik@earthlink.net	ENV
Los Angeles Ad Hoc River Committee	Ms.	Jill	Sourial	Council Deputy, River & the Environment	201 N Spring St Rm 410	Los Angeles	CA	90012-3201	Los Angeles	LA-Union Station	2134737001		jill.sourial@ecy.org	ENV
Los Angeles Ad Hoc River Committee	Ms.	Lupe	Vela	Senior Staff	200 N Spring St Ste 410	Los Angeles	CA	90012-1793	Los Angeles	LA-Union Station	2134852997		lupe.n.vela@lucy.org	ENV
Los Angeles Zoo	Mr.	John	Lewis	Zoo Director	5333 Zoo Dr	Los Angeles	CA	90027-1451	Los Angeles	Griffith Park	3236664650			ENV
Mountains Recreation and Conservation Authority	Mr.	Michael	Berger	Chair	570 W Avenue 26 Ste 100	Los Angeles	CA	90065-1047	Los Angeles	Glassell Park	3232218900	3232219001		ENV
Not A Cornfield LLC				Executive Director	1745 N Spring St # 4	Los Angeles	CA	90012-1901	Los Angeles	LA-Union Station	3232281158	3232269430	info@notacornfield.com	ENV
San Rafael Hunt Club					4010 Verdant St	Los Angeles	CA	90039-1319	Los Angeles	Alwater Village	8185479048		verdantstables@aol.com	ENV
Santa Monica Mountains Conservancy	Ms.	Elizabeth	Cheadle	Chair	570 W Avenue 26	Los Angeles	CA	90065-1000	Los Angeles	Glassell Park	3232218900	3232219001	verdantstables@aol.com	ENV
Verdant Equestrian Center					400 Verdant St	Los Angeles	CA	90039	Los Angeles	Alwater Village	8185479200		verdantstables@aol.com	ENV

## **APPENDIX C: HOMEOWNER CONTACTS**

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High Speed Rail  
Union Station to SR 134  
Homeowner Group

COMPANY	PREFIX	FIRST	LAST	BIRTH	TITLE	DEPT	STREET	CITY	STATE	ZIP	COUNTY	REGION	PHONE	FAX	EMAIL	CATEGORY/ Organization
Echo Park United Methodist Church	Mr.	Albert	Vargas		MC Chairman		1225 N. Alhambra St	Los Angeles	CA	90026-3422	Los Angeles	Echo Park	213-482-2114			CHURCH
Elysian Valley Riverside Neighborhood Council	Mr.	Alas	Lewis		MC Vice Chair		2614 Lowell St	Los Angeles	CA	90026-5127	Los Angeles	Elysian Park	323-665-2298		msalgas1@gmail.com	MC
Elysian Valley Riverside Neighborhood Council	Ms.	Angie	Gallegos				2619 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park	323-665-1104		angie1104@earthlink.net	MC
Elysian Valley Riverside Neighborhood Council	Ms.	Carmin	Lopez		MC Board Member		2620 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Ms.	Conrad	Balistreri		MC Board Member		2621 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Mr.	David	Pandey		MC Board Member		2622 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Mr.	David	Nguyen		MC Board Member		2623 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Mr.	David	De La Torre		MC Board Member		2624 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Ms.	Gloria	Moya		MC Treasurer		2625 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park	323-664-1151		gloria11@earthlink.net	MC
Elysian Valley Riverside Neighborhood Council	Ms.	Josefa	Valdez		MC Board Member		2626 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Mr.	Mario	Moya		MC Board Member		2627 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Ms.	Marlene	Stange		MC Board Member		2628 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park			carol.savage@comcast.net	MC
Elysian Valley Riverside Neighborhood Council	Ms.	Mary Ann	Vannoy		MC Board Member		2629 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Mr.	Orlando	Sanchez		MC Board Member		2630 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park				MC
Elysian Valley Riverside Neighborhood Council	Mr.	Steve	Zimmer		MC Board Member		2631 Lowell St	Los Angeles	CA	90026-3617	Los Angeles	Elysian Park			steviezimmer@gmail.com	MC
Friends of Abasco Village	Mr.	Cesar	Ponzo		FAV President		3071 Glendale Blvd Unit 110	Los Angeles	CA	90026-1025	Los Angeles	Abasco Village	323-913-2988		cesar@theabascoapartments.com	
Friends of Abasco Village	Mr.	Luis	Lopez		FAV Board Member		3071 Glendale Blvd Unit 110	Los Angeles	CA	90026-1025	Los Angeles	Abasco Village	323-913-2988		luis@theabascoapartments.com	
Friends of Abasco Village	Ms.	Nancy	Chen		FAV Board Member		3071 Glendale Blvd Unit 110	Los Angeles	CA	90026-1025	Los Angeles	Abasco Village	323-913-2988		nancy112@earthlink.net	
Friends of Abasco Village	Ms.	Sandra	Caravella		FAV Board Member		3071 Glendale Blvd Unit 110	Los Angeles	CA	90026-1025	Los Angeles	Abasco Village	323-913-2988		caravella@santamaria.net	
Genealogy Western Heritage Museum	Mr.	Alfred	Muth		Improvement Chair		4700 Zoo Dr	Los Angeles	CA	90027-4422	Los Angeles	Griffith Park	(523) 857-2000			CHGO
Glendale Park Improvement Association	Ms.	Anne	Whelan		Hospitality		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Ms.	Betsy	Miles		GRMC Rep		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Mr.	Brian	Frankner		Misc President		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Ms.	Charles	Evans		Securification Chair		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Ms.	Eleonor	Heiler		Hospitality		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Ms.	Eva	Belmonte		Newsletter Circulation		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Mr.	George	Brauchman		President		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park			gbrauchman@icloud.com	
Glendale Park Improvement Association	Ms.	Helen	Jacobs		Senior Liaison		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Ms.	Jane	Nickel		Refreshments Chair		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Mr.	Jim	Helm		Area Rep		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Ms.	Joan	Lundy		Mentorship Chair		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Ms.	Joan	Potter		Secretary		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				
Glendale Park Improvement Association	Mr.	John	Geary		Area Rep		PO Box 65801	Glendale Park	CA	90026-0081	Los Angeles	Glendale Park				



High Speed Rail  
Union Station to SR 134  
Homeowner Group

COMPANY	PREF	FST	MD	LAST	SUFF	TITLE	DEPT	STREET	CITY	STATE	ZIP	COUNTY	REGION	PHONE	FAX	EMAIL	CATEGORY
Glenn Park Improvement Association	Mr.	Volley		Foster		Area Rep		PO Box 65081	Glenn Park	CA	90065-0881	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Ms.	Laura		Guarez		CPAD Rep		PO Box 65081	Glenn Park	CA	90065-0881	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Ms.	Urbio		Hobert		Parliamentarian		PO Box 65081	Glenn Park	CA	90065-0881	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Mr.	Ramon		Bernal		Rec Center Liaison		PO Box 65081	Glenn Park	CA	90065-0881	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Ms.	Reyna		Brennells		Area Rep		PO Box 65081	Glenn Park	CA	90065-0881	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Mr.	Ruiz		Vega		Area Rep		PO Box 65081	Glenn Park	CA	90065-0881	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Ms.	Suzie		Whitson		Treasurer		PO Box 65081	Glenn Park	CA	90065-0881	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Ms.	Alia		Smith		NC Secretary		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park				
Glenn Park Improvement Association	Ms.	Betsy		Mines		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	2181103491		colanville@gmail.com	NC
Glenn Park Improvement Association	Mr.	Ezra		La Turco		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	3239620559		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Hepler		Schack		NC Vice Chair		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	3232551677		endicott@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Jim		Klein		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	2181103491		nc@glennpark.net	NC
Glenn Park Improvement Association	Mr.	Paul		Frederick		NC Chairperson		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	2181103491		nc@glennpark.net	NC
Glenn Park Improvement Association	Ms.	Nagalla		Darrell		NC Treasurer		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	2181103491		nc@glennpark.net	NC
Glenn Park Improvement Association	Ms.	Maria		Chapman		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	3232778819		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Margie		Chapman		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	3232244550		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Mike		Geiler		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	3232448632		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Megan		Esteban		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	3232448632		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Myron		Margie		NC Board Member		PO Box 65081	Los Angeles	CA	90065-0191	Los Angeles	Glenn Park	3232571557		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Arva		Tean		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Arthur		Pulido		NC President		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232571557		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Beim		Eller		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Eric		Miguel		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Guillermo		Royce	Jr	NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Guillermo		Llanza		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Maria		Carmen		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Maria		Septh		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Maria		Fuertes		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Paul		R		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Mr.	Paul		Micig		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Rene		Emancion		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Rosetta		Tizian		NC Treasurer		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Sil		Marcela		NC Vice Chair		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Shirley		Ancillo		NC Secretary		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Sylvia		Luna		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC
Glenn Park Improvement Association	Ms.	Maria		Martinez		NC Board Member		929 Cypress Ave	Los Angeles	CA	90065-1134	Los Angeles	Cypress Park	3232214140		area_rep@glennpark.com	NC



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High-Speed Rail  
Union Station to SR 134  
Homeowner Group

Company	Prefix	First	Last	Suffix	Title	Dist	Street	City	State	Zip	County	Region	Phone	Fax	Email	Category
Restoration Presbyterian Church							1313 Leary St	Los Angeles	CA	90025-2616	Los Angeles	Edmo Park	213-41-3336			CHURCH
Second Street Church							2219 Second St	Los Angeles	CA	90051-5307	Los Angeles	Lincoln Heights	323-221-3179			CHURCH
Second Street Church	Fisher	Maria	Tomas				2219 Second St	Los Angeles	CA	90051-5307	Los Angeles	Lincoln Heights	323-221-3179		secondstreet2103@angelnet.net	CHURCH
United Vietnamese Community Council		Ly	Nguyen		Executive Director		7030 Hill St Ste 3	Los Angeles	CA	90012-2552	Los Angeles	LA Union Station				COM
Orange Community Methodist Church		Steven	Brown				4330 Verdugo Rd	Los Angeles	CA	90065-4627	Los Angeles		323-227-7026		stevensbrown@att.net	CHURCH

## **Appendix B. ELECTED OFFICIALS MEETING NOTES**



## California High Speed Rail Presentation / Meeting Notes

Los Angeles City Council Member Ed Reyes  
1st District

Meeting Date: October 15, 2007

Time: 11:00 a.m.

Location: Council Member Ed Reyes' Office  
200 N. Spring St., Room 410  
Los Angeles, CA 90012

Notes by: Sylvia Novoa

Attendees: Councilman Ed Reyes; Transportation Deputy Jill Sourial; Mike Hawkins, PB  
Dan Tempelis, HSR Joint Venture; Sylvia Novoa, URS, Valerie Martinez, VMA  
Communications, Sonia Jimenez, Field Director, District 1, George Magallanes, Deputy  
Field Director, District 1

### Introduction:

Dan Tempelis reintroduced the project and explained the FY 2007 budget situation. Because requested funding was not provided by the State Legislature work will be significantly slowed down for the Los Angeles to Palmdale Segment. Mr. Tempelis indicated that the LA to Palmdale segment had received a modest budget for this fiscal year and as a result technical studies and project outreach would occur in the areas between Union Station and the 134 freeway and the Los Angeles River Narrows. Mr. Tempelis indicated that alternative alignments will be developed and discussed in various setting and with different groups along the corridor starting after the first of the year. Mr. Tempelis also let staff know that the Orange County Segment is moving forward with full funding and they too will develop alignment options heading south from Union Station as well as Union Station Concepts. While the Palmdale Segment will not be producing significant environmental documentation this year the Orange County Segment will be pushing forward with development of a draft EIR/EIS.

Mr. Tempelis indicated that alignments would be decided soon and those decisions would include a number of alternatives including

- Tunnels
- Viaducts
- Trenches (stacked or side by side)

### Questions Asked:

- Was the Authority able to realign the line going through a park up north?
- What are the obstacles as you go through Union Station?
- Which is the most expensive alternative and by how much?
- Would cost be a deciding factor in the selection of the alternatives?
- How is electrification being paid for?
- Why can't the 405 corridor be studied as an option?\*
- How would Metrolink electrify?
- Is there a possibility of electrifying freight trains?
- When was the last time someone spoke to the State Parks?

Prepared by **URS**





Action Items:

- The council office has offered to serve as a liaison between HSR and the State Parks.

\*This question was asked by Mr. Magallanes a new staff member for Councilmember Reyes. Mr. Tempelis explained that the Authority had explained the reasons why the 405 corridor was not considered as an option, including the possibility of larger ROW takes if the 405 corridor had been selected. Mr. Tempelis indicated that numerous conversations and letters had been exchanged with Jill Sourial and District 1 staff and that District 1 was aware of the added impacts.

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

Los Angeles City Council Member Tom LaBonge  
4<sup>th</sup> District

Meeting Date: October 29, 2007

Time: 9:30 a.m.

Location: Council Member Tom LaBonge's City Hall Office  
200 N. Spring St., Room 480  
Los Angeles, CA 90012

Notes by: Sylvia Novoa

Attendees: Councilman Tom LaBonge; Transportation Deputy; Dennis Lytton, Press Deputy, Jane Galbreth, Mike Hawkins, PB Project Management Team, Dan Tempelis, HSR Joint Venture; Sylvia Novoa, URS

### Introduction:

Dan Tempelis reintroduced the project and explained the FY 2007 budget. Mr. Tempelis indicated that the LA to Palmdale segment had received a modest budget for this fiscal year and as a result technical studies and project outreach would occur in the areas between Union Station and the 134 freeway. Mr. Tempelis indicated that alternative alignments will be developed and discussed in various setting and with different groups along the corridor starting after the first of the year. Mr. Tempelis also let staff know that the Orange County Segment is moving forward with full funding and they too will developing alignment options heading south from Union Station. While the Palmdale Segment will not be producing significant environmental documentation this year the Orange County Segment will be pushing forward with development of a draft EIR/EIS.

### Questions Asked:

- Will the public ever really consider using Palmdale airport as their primary airport?
- What is Councilmember Reyes's opinion of the project?
- What is the construction timeline?
- Where would the station be at Union Station?

### Issues Raised:

Councilman LaBonge is supportive of the HSR project. Councilmember LaBonge sits on the LA River Committee and thinks that there are definite advantages to bringing both High Speed Rail and Metro Link into a trench.

### Action Items:

- Councilmember LaBonge asked that the HSR team continue to brief him and his staff on the progress of the High Speed Rail (HSR).

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

Los Angeles City Council Member Ed Reyes  
1st District

Meeting Date: February 21, 2008

Time: 3:00 p.m.

Location: Council Member Ed Reyes' Office  
200 N. Spring St., Room 410  
Los Angeles, CA 90012

Notes by: Sylvia Novoa

Attendees: Transportation Deputy Jill Sourial; Rogelio Rodriguez, Field Deputy  
Councilmember Ed P. Reyes; Carrie Pourvahidi, CHSR; Dan Tempelis, HSR Joint Venture;  
Sylvia Novoa, URS

### Introduction:

Dan Tempelis explained the seven alternatives developed during the 2007-2008 calendar year. Mr. Tempelis then indicated what the alternatives would look like, if they were underground, at-grade or aerial structures. Mr. Tempelis indicated that these were preliminary alternatives and that three of these alternatives originated at Union Station, the other four required the construction of a new station, most likely underground, away from Union Station. Mr. Tempelis indicated that while these were just preliminary alternatives that required a great deal of further study it was our goal to meet with the Council office early and often to ensure that the Councilman and his staff have an opportunity to comment on the alternatives that were suggested for the Councilman's district.

Mr. Tempelis then went on to explain the 7 options which included a combination of underground, at-grade and aerial structures. Ms. Sourial and Mr. Rodriguez welcomed the briefing and suggested that a briefing with Councilmember Huizar, which covers the Union Station area should be considered.

### Questions Asked:

- What areas does State Parks own?
- In option 7 why would you have to take out buildings?
- Is the first stop in Burbank?
- Other than the cost what are the disadvantages to the tunnel system?
- Would grade separations be built as part of the project?
- What are the next steps/time frames?
- What is the time frame for the project level document?
- How realistic is the possibility of more funding?

### Comments Received

- Jill mentioned she liked Option 4 which is a tunnel to Route 2
- Jill stated that based on the HSR timeline and the availability of funds the proposed mixed use and residential projects (Option 7) would probably be in place before the HSR is built
- Jill mentioned that she is ok with slow in and out speeds out of Union Station

Prepared by **URS**





**Other Challenges:**

- Sharing issues with a freight corridor
- Metrolink
- Gold Line and possible relocation options
- New projects that may pop up
- ROW concerns

**Action Items:**

The LA-Palmdale HSR team has promised to keep in close contact with the Council office. As a follow-up the LA-Palmdale HSR team offered a follow-up briefing to CD-1 on March 7, 2008. On 3/11/08 we received the following response from Jill Sourial:

"Most of the questions in the office revolved around timelines, funding and upcoming milestones so if you could just keep us posted on that end it would be very helpful. Folks obviously were not in a position to choose an alignment outright at this point without more detailed engineering information but definitely lean toward the tunneling option".

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

Los Angeles City Council Member Tom LaBonge  
District 4

Meeting Date: March 19, 2008

Time: 3:30 p.m.

Location: Councilmember Tom LaBonge's City Hall Office  
200 N. Spring Street, LA, CA 90012

Notes by: Sylvia Novoa, URS

Attendees: Councilman Tom LaBonge; Sharon Shaprio, Housing and Transportation  
Deputy, CD 4; Mike Hawkins, PB; Dan Tempelis, Hatch Mott MacDonald;  
Sylvia Novoa URS

### Introduction:

Dan Tempelis thanked the Councilman for his continued strong support of the project and indicated that the technical team has developed various alignments for the possible development of the HSR. Dan explained that at this point we are focusing on the alignment that would run from LAUS to the 134 freeway but the HSR Authority was fully committed to developing a HSR route all the way up to Palmdale.

### Questions Asked:

- Is the bond measure likely to be on the 2008 ballot?
- What is the total amount of the bond?
- Will the money available through the bond be enough to complete the entire project?
- Will the HSR route be built at grade?
- How close does the planned HSR route come to the land the City of Los Angeles owns at/around the airport?
- Is there any way you could move the HSR corridor to the center median of the local freeways?
- How does the alignment work through Soledad Canyon and Vasquez Rocks?
- What is Councilman Greig Smith's opinion of the project?

### Comments on Alignments

- Route 1-Can you trench through the buildings? Is there a proposed stop at Glendale?
- Route 2- No comment
- Route 3-Not preferred option
- Route 4-No comment
- Route 5-Is the train system electrical. Are the cross sections at grade or a Viaduct?

### Additional Comments:

- Councilman LaBonge once again expressed his support for the project
- Councilmember LaBonge offered to set up meetings with Gary Lee Moore (City Engineer)
- The Councilmember suggests we speak with Assembly Member Mike Furer's office

### Action Items:

- Work with his deputy Sharon Shapiro to participate in Councilmember LaBonge's Community Congress
- The Councilman will work with the HSR Authority to ensure that this project is eventually completed

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

Los Angeles City Council Member Jose Huizar  
13th District

**Meeting Date:** May 9, 2008

**Time:** 9:30 a.m.

**Location:** LA City Council Member Jose Huizar's Field Office  
2035 Colorado Boulevard  
Los Angeles, CA

**Notes by:** Sylvia Novoa

**Attendees:** Transportation Deputy Edel Vizcarra; Paul Habib, Field Deputy Councilmember, CHSR; Dan Tempelis, HSR Joint Venture; Sylvia Novoa, URS, Bob Close, STV and Bruce Arnistead, PB Program Management Team

### Introduction:

Dan Tempelis explained the seven alternatives developed during the 2007-2008 calendar year. Mr. Tempelis then indicated what the alternatives would look like, if they were underground, at-grade or aerial structures. Mr. Tempelis explained that these were preliminary alternatives and that three of these alternatives originated at Union Station, the other four required the construction of a new station, most likely underground, away from Union Station. He indicated that while these were just preliminary alternatives that required a great deal of further study, it was our goal to meet with the Council office early and often to ensure that the Councilman and his staff have an opportunity to comment on the alternatives that were suggested for the Councilman's district.

Mr. Tempelis then went on to explain the 7 options which included a combination of underground, at-grade and aerial structures. Mr. Tempelis explained that the additional station was being considered at what is now Piper Tech.

### Questions Asked:

- How much time will it take to get from Los Angeles to San Francisco?
- What is the length of a trench v. a tunnel?
- What is the expected cost?
- Other than the cost what are the disadvantages to the tunnel system?
- Would grade separations be built as part of the project?
- What is the expected cost?
- How long will it take to construct the whole line?
- Will trains go to the Ontario airport?
- What are the creative financing methods that are being considered?
- Can High Speed Rail Systems make money?

### Comments Received

- Mr. Habib mentioned that moving Piper Tech seemed like a very difficult option.

Prepared by **URS**



**Other Challenges:**

- Sharing issues with a freight corridor
- Metrolink
- Gold Line and possible relocation options
- New projects that may pop up
- ROW concerns

**Action Items:**

The LA-Palmdale HSR team has promised to keep in close contact with the Council office. As an effort to continue HSR discussion the LA-Palmdale HSR team offered a follow-up briefing to CD-1 on March 7, 2008. The following response was received from Ms. Sourial on March 11, 2008:

*"Most of the questions in the office revolved around timelines, funding and upcoming milestones so if you could just keep us posted on that end it would be very helpful. Folks obviously were not in a position to choose an alignment outright at this point without more detailed engineering information but definitely lean toward the tunneling option."*

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

Los Angeles City Council Member Tom LaBonge  
District 4

Meeting Date: June 10, 2008

Time: 3:30 p.m.

Location: Councilmember LaBonge's City Hall Office

Notes by: Sylvia Novoa, URS

Attendees: Dan Leavitt, CAHSR Authority; Valerie Martinez, VMA Communications,  
Dan Tempelis, HSR Joint Venture Hatch Mott McDonald, Sylvia Novoa URS

### Introduction:

Dan Tempelis introduced the High Speed Rail simulation. The simulation focuses on the options and alternatives available for the area around Taylor Yards and the Cornfield. The simulation demonstrates how the HSR train can get through the areas in question while creating minimal impact.

### Questions Asked:

- Has Councilman Reyes seen the simulation?
- How can I help make the HSR train a reality? What do you need from me?
- How does the bond look, what do you think the chances of approval are?

### Action Items:

- Coordinate HSR event with Sharon Shapiro from his office.

Prepared by **URS**





## California High Speed Rail Presentation / Meeting Notes

Councilmember Ed Reyes

Meeting Date: June 10, 2008

Time: 4:30 p.m.

Location: Councilmember Ed Reyes' City Hall Office

Notes by: Sylvia Novoa, URS

Attendees: Jill Sourial, Deputy, Councilmember Reyes, Dan Leavitt, CAHSR Authority;  
Valerie Martinez, VMA Communications, Dan Tempelis, HSR Joint  
Venture Hatch Mott McDonald, Sylvia Novoa URS

### Introduction:

Dan Tempelis introduced the High Speed Rail simulation. The simulation focuses on the options and alternatives available for the area around Taylor Yards and the Cornfield. The simulation demonstrates how the HSR train can get through the areas in question while creating minimal impact.

### Questions Asked:

- Will the new alternatives (trench) cut off access to the park
- Is there enough ROW for the construction of the trenching option and the development planned for the area?
- What is State Parks view on these options?
- Will there be, what will be, the point when tunneling is no longer an option?
- What is the order of cost magnitude?

### Comments:

- Ms. Sourial still believes that tunneling is the best option; she supports the idea of tunneling all the way to the 2 freeway.
- Ms. Sourial believes that by the time we get to construction there will be new options for Metrolink diesel engines therefore Ms. Sourial suggests separating the Metrolink option and to tunnel.
- Ms. Sourial does not like the San Fernando Road option. She is concerned about adding an extra 75 foot buffer zone between the community and the park if this option is selected.

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

### Burbank City Council Study Session

Meeting Date: June 24, 2008

Time: 5:00 p.m.

Location: Burbank City Council Chamber

Notes by: Annette Cortez

**Attendees:** Mayor Dave Golonski, Councilmembers Dr. David Gordon, Marsha Ramos and Anja Reinke, and several Burbank Executive staff and members of the city planning department.

#### Introduction

Dan Tempelis gave an overview of the High Speed Rail (HSR) project from San Diego to Sacramento. Mr. Tempelis explained the proposed high-speed train service will run from San Diego to the San Francisco Bay Area and Sacramento in the north. His presentation included benefits of a HST system and future transportation challenges. 22 HSR literature packets were distributed to the attendees along with hard copies of the Power Point presentation.

#### Questions Asked

- What will happen to the project if the bond on the November Ballot doesn't pass?
- Will new HST dedicated tracks be used?
- Can you elaborate a little more on the planned configuration for the Burbank Station
- Are there any current HST stations that might have similarities to the future Burbank station? Multi-level? Single-level?
- What are the noise impacts from these trains?
- Has noise been a problem with European HST?
- What would attract a commuter to use the HST rather than a plane?
- How does the article about Union Pacific not wanting to share the ROW with the HST impact this project?
- With funding sources coming from different sources, who is responsible to operate the train?
- What is the difference in cost for Tunneling vs. at grade?

#### Issues Raised

The Councilmembers expressed their thanks for the presentation and said that they were looking forward to upcoming updates on the project's progress.

#### Action Items

Prepared by **URS**

## **Appendix C. ELECTED LETTER AND MAILING LIST**



Judge Quentin L. Kopp, Chairman  
Fran Florez\*, Vice-Chair  
David Crane  
Rod Diridon, Sr.\*  
R. Kirk Lindsey  
Curt Pringle  
Lynn Schenk  
T.J. (Tom) Stapleton  
Tom Umberg  
\*past chair



ARNOLD SCHWARZENEGG  
GOVERNOR



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

Insert Date

Honorable Mayor and Council Members:

**SUBJECT: California High-Speed Rail Authority (CHSRA)**

As you know, the California High-Speed Rail Authority (CHSRA) is proposing high-speed train service from San Diego to the San Francisco Bay Area and Sacramento in the north. This fast, safe, and reliable system is forecasted to carry as many as 100 million passengers annually by the year 2030. Currently, preliminary engineering and environmental studies are being completed for the proposed Los Angeles to Palmdale Section, the area between Los Angeles Union Station and the Palmdale Airport Station.

It has been about a year since we updated you and members of your city council about the project. Since then, we have moved forward with additional engineering studies in the Los Angeles to Palmdale Section, as well as other sections throughout the State. We believe it is important to keep you up to date about the progress on the project, so we would like to offer you and your fellow council members a Council Study Session at your convenience during the next three months. We hope that by providing the televised Council Study Session, community members who do not otherwise attend meetings will also be given the opportunity to learn about the project.

Additionally, we also wanted to ensure you are aware of our planned outreach activities in your community. During the next few months, we will be contacting schools, neighborhood councils and chambers of commerce in your community. Our goal is to inform the various communities within the corridor of our plans and give community members, city elected officials, and other interested parties an opportunity to become involved in this exciting project.

We appreciate your interest and cooperation in the CHSRA project and look forward to partnering with you to bring this information to your constituents. We are excited about receiving input from community residents and elected officials. Please contact us at (877) 877-6895 should you have any questions, or visit our web site at [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov) for more information.

Thank you for your time and we look forward to hearing from you.

Sincerely,

Mike Hawkins  
Regional Program Manager, L.A.-Palmdale

Dan Tempelis  
Project Manager, L.A.-Palmdale

CHSRA (877) 877-6895    [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)  
915 Wilshire Boulevard, Suite 700, Los Angeles CA 90017

Mayor/City Council/County/City Managers for the Five City Corridors of the HSR from Los Angeles to Palmdale												
PREFIX	FIRST	MID	LAST	TITLE	COMPANY	STREET	CITY	STATE	ZIP	COUNTY	PHONE	EMAIL
BURBANK: The Honorable	Merrisa		Remos	Mayor	City of Burbank	275 E Olive Ave	Burbank	CA	91502-1232	Los Angeles	(818) 238-5751	mremos@cityofburbank.ca.us
	David		Gordon	Council Member	City of Burbank	275 E Olive Ave	Burbank	CA	91502-1232	Los Angeles	(818) 238-5751	dgonson@cityofburbank.ca.us
	Arla		Brick	Council Member	City of Burbank	275 E Olive Ave	Burbank	CA	91502-1232	Los Angeles	(818) 238-5751	arbrick@cityofburbank.ca.us
	Dr. David		Gordon	Council Member	City of Burbank	275 E Olive Ave	Burbank	CA	91502-1232	Los Angeles	(818) 238-5751	dgonson@cityofburbank.ca.us
	Dr. David		Gordon	Council Member	City of Burbank	275 E Olive Ave	Burbank	CA	91502-1232	Los Angeles	(818) 238-5751	dgonson@cityofburbank.ca.us
GLENDALE: The Honorable	Mary J.		Alford	City Manager	City of Burbank	275 E Olive Ave	Burbank	CA	91502-1232	Los Angeles	(818) 238-5751	malford@cityofburbank.ca.us
	Michael		Fild	Assistant City Manager	City of Burbank	275 E Olive Ave	Burbank	CA	91502-1232	Los Angeles	(818) 238-5751	malford@cityofburbank.ca.us
	Ara		Nelson	Mayor	City of Glendale	613 E Broadway Ste 200	Glendale	CA	91208-4368	Los Angeles	(818) 548-4644	anelson@cityofglendale.ca.us
	Frank		Quire	Council Member	City of Glendale	613 E Broadway Ste 200	Glendale	CA	91208-4368	Los Angeles	(818) 548-4644	fquire@cityofglendale.ca.us
	Dave		Wreaver	Council Member	City of Glendale	613 E Broadway Ste 200	Glendale	CA	91208-4368	Los Angeles	(818) 548-4644	dave@cityofglendale.ca.us
SAN FERNANDO: The Honorable	John		Drayman	Council Member	City of Glendale	613 E Broadway Ste 200	Glendale	CA	91208-4368	Los Angeles	(818) 548-4644	jdrayman@cityofglendale.ca.us
	Frank		Quire	Council Member	City of Glendale	613 E Broadway Ste 200	Glendale	CA	91208-4368	Los Angeles	(818) 548-4644	fquire@cityofglendale.ca.us
	Tim		Shirley	City Manager	City of Glendale	613 E Broadway Ste 200	Glendale	CA	91208-4368	Los Angeles	(818) 548-4644	tshirley@cityofglendale.ca.us
	Robert		Shirley	Assistant City Manager	City of Glendale	613 E Broadway Ste 200	Glendale	CA	91208-4368	Los Angeles	(818) 548-4644	rshirley@cityofglendale.ca.us
	Nury		Martinez	Mayor	City of San Fernando	117 N Macdonell St	San Fernando	CA	91340-2063	Los Angeles	(818) 866-1201	nmartinez@cityofsanfernando.ca.us
SANTA CLARITA: The Honorable	Julie		Ruelas	Mayor Pro-Tem	City of San Fernando	117 N Macdonell St	San Fernando	CA	91340-2063	Los Angeles	(818) 866-1201	jruelas@cityofsanfernando.ca.us
	Dr. Jose		Verde	Council Member	City of San Fernando	117 N Macdonell St	San Fernando	CA	91340-2063	Los Angeles	(818) 866-1201	jverde@cityofsanfernando.ca.us
	Jose		Pulido	City Administrator	City of San Fernando	117 N Macdonell St	San Fernando	CA	91340-2063	Los Angeles	(818) 866-1201	jpulido@cityofsanfernando.ca.us
	Bob		Keller	Mayor	City of Santa Clarita	23520 Valencia Blvd Ste 200	Santa Clarita	CA	91355-2196	Los Angeles	(818) 255-4312	bkeller@cityofsanclarita.com
	Frank		McLean	Council Member	City of Santa Clarita	23520 Valencia Blvd Ste 200	Santa Clarita	CA	91355-2196	Los Angeles	(818) 255-4312	fmclean@cityofsanclarita.com
PALMDALE: The Honorable	Marsha		Weste	Council Member	City of Santa Clarita	23520 Valencia Blvd Ste 200	Santa Clarita	CA	91355-2196	Los Angeles	(818) 255-4312	mweste@cityofsanclarita.com
	Tim		Boydston	Council Member	City of Santa Clarita	23520 Valencia Blvd Ste 200	Santa Clarita	CA	91355-2196	Los Angeles	(818) 255-4312	tboydston@cityofsanclarita.com
	Ann		Walsh	City Manager	City of Santa Clarita	23520 Valencia Blvd Ste 200	Santa Clarita	CA	91355-2196	Los Angeles	(818) 255-4312	awalsh@cityofsanclarita.com
	Kenneth		Shinn	Assistant City Manager	City of Santa Clarita	23520 Valencia Blvd Ste 200	Santa Clarita	CA	91355-2196	Los Angeles	(818) 255-4312	kshinn@cityofsanclarita.com
	James		Ledford	Mayor	City of Palmdale	38300 Sierra Hwy	Palmdale	CA	93550-4768	Los Angeles	(818) 267-5151	jledford@cityofpalmdale.org
LOS ANGELES: The Honorable	Stephen		Knight	Mayor Pro-Tem	City of Palmdale	38300 Sierra Hwy	Palmdale	CA	93550-4768	Los Angeles	(818) 267-5151	sknight@cityofpalmdale.org
	Mike		Dionizio	Council Member	City of Palmdale	38300 Sierra Hwy	Palmdale	CA	93550-4768	Los Angeles	(818) 267-5151	mdionizio@cityofpalmdale.org
	Steven		Hickley	Council Member	City of Palmdale	38300 Sierra Hwy	Palmdale	CA	93550-4768	Los Angeles	(818) 267-5151	shickley@cityofpalmdale.org
	Steve		Williams	City Manager	City of Palmdale	38300 Sierra Hwy	Palmdale	CA	93550-4768	Los Angeles	(818) 267-5151	swilliams@cityofpalmdale.org
	Arturo		Reyes	Mayor	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	arturo@cityofla.org
THE HONORABLE	Wendy		Gray	President Pro Tempore	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	wgray@cityofla.org
	Jack		LeBlond	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jleblond@cityofla.org
	Wells		Wells	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	wells@cityofla.org
	Richard		Alcon	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	ralcon@cityofla.org
	Bernard		Parks	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	bparks@cityofla.org
THE HONORABLE	Jan		Perry	Asst. President Pro Tempore	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jperry@cityofla.org
	Wesley		Wesley	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	wesley@cityofla.org
	Bill		Resendahl	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	br@cityofla.org
	Elaine		Smith	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	elaine@cityofla.org
	Jose		Huizar	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jhuizar@cityofla.org
THE HONORABLE	Janice		Hahn	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jhan@cityofla.org
	Janice		Hahn	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jhan@cityofla.org
	Janice		Hahn	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jhan@cityofla.org
	Janice		Hahn	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jhan@cityofla.org
	Janice		Hahn	City Council member	City of Los Angeles	201 N Spring St Room 410	Los Angeles	CA	90012-3229	Los Angeles	(213) 978-6800	jhan@cityofla.org

[illegible]

## **Appendix D. COMMUNITY PROJECT BRIEFING MEETING NOTES**



## California High Speed Rail Presentation / Meeting Notes

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### Economic Alliance of San Fernando Valley

**Meeting**

**Date:** April 24, 2008

**Time:**

8:30 am

**Location:**

**Notes by:**

**Attendees:** Bruce Ackerman

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**Introduction**

Dan Tempelis met with Bruce Ackerman to discuss the LA-Palmdale HSR alignments.

**Questions Asked**

**Issues Raised**

**Action Items**

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

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### Valley Industry and Commerce Association of the San Fernando Valley Board Meeting

**Meeting**

**Date:** April 24, 2008

**Time:**

12:00 PM

**Location:**

**Notes by:**

**Attendees:** Sandy Goldman

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Notes not available

**Introduction**

Sandy Goldman attended the board meeting.

**Questions Asked**

**Issues Raised**

**Action Items**

Prepared by **URS**





## California High Speed Rail Presentation / Meeting Notes

### Burbank Chamber of Commerce

Meeting Date: April 30, 2008

Time: 9:00 a.m.

Location: Burbank Chamber of Commerce office

Notes by: Leticia Hernandez

Attendees: Gary Olsen, President of the Burbank Chamber of Commerce, Sheri Rang, Community Relations Director, Dennis Papilion, URS, Leticia Hernandez, URS

#### Introduction

Dennis Papilion gave an overview of the High Speed Rail (HSR) project from San Diego to Sacramento. Mr. Papilion explained the proposed high-speed train service will run from San Diego to the San Francisco Bay Area and Sacramento in the north. Currently, preliminary engineering and environmental studies are being completed for the proposed Los Angeles to Palmdale Section, the area between Los Angeles Union Station and the Palmdale Airport Station. Mr. Papilion also wanted to make sure that the President understood that the proposed HSR would follow the Metrolink Alignment that currently runs through the city of Burbank, and that we were interested in seeking assistance from the city with our ongoing community outreach activities.

#### Questions Asked

Chamber President asked the following questions:

- Will the project be using state resources?
- Will there be an opportunity for choice?
- Is there a possibility the ownership and operations may change in the future?
- Is there an inherent danger due to the fact the trains will be traveling at very high speeds?
- Is there an inherent danger of the routing system?
- How many cars to a train?
- How much will it cost each individual taxpayer?
- What is the noise level?
- How far away are we from seeing the full build out and development of the project?
- Will the project be grade separated?

#### Issues Raised

President Olsen stated there had been previous bond measures, other priority issues, water, teachers, etc. Are there other companies competing for state funding? Where there other states vying the High Speed Rail project?

#### Action Items

The President extended an invitation to present at the Burbank Chamber of Commerce luncheon on August 4, 2008.

Prepared by **URS**





## California High Speed Rail Presentation / Meeting Notes

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Valley Industry and Commerce Association (VICA)  
Land use and Transportation Joint Subcommittee

Meeting Date: May 13, 2008

Time: 8:00 a.m.

Location: Beverly Garland Holiday  
Universal City, Los Angeles

Notes by: Sandy Goldman

Attendees: Subcommittee members

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### Introduction:

- The project team presented the HSR video, in addition to a short PowerPoint presentation on the benefits of the project.

### Questions Asked:

- Who attended the workshop in March for potential private investors
- Will the project go to LAX?
- What is the government funding for HSR going to do to local project funding?
- Has any polling been done regarding the bond measure?
- Who are the groups likely to oppose the bond issue?
- Are the ridership projections real?
- Will HSR compete with air travel and how will the airline react to the project?
- Why has high speed rail not been proposed on the East Coast?
- How will security at the stations and trains be handled?
- 

### Issues Raised:

- Great project.

### Action Items:

None

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

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Valley Industry and Commerce Association (VICA)  
Government Affairs Subcommittee

Meeting Date: May 15, 2008

Time: 12:00 p.m.

Location: Encino Tarzana Regional Hospital Meeting Rooms

Notes by: Sandy Goldman

Attendees: VICA Government Affairs Subcommittee members

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### Introduction:

- The project team presented the HSR video, in addition to a short PowerPoint presentation on the benefits of the project.

### Questions Asked:

- What is SCAG's position on HSR, they are supporting Maglev?
- This is a rather large bond how will it impact the states bonding capacity and will it change the rating?
- How will the project be constructed, is it a design build or design-bid-build?
- Assuming full funding when will train operation?
- If proposition 99 or 98 passes how will it impact HSR and right of way acquisition
- How will parking at Union Station and other stations be addressed?
- What are we missing by not building Maglev? Is Maglev more energy efficient?

### Issues Raised:

None

### Action Items:

None

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

Economic Alliance for the San Fernando Valley  
Liveable Communities Committee

Meeting Date: May 20, 2008

Time: 8:00 a.m.

Location: Economic Alliance office  
5121 Van Nuys Blvd  
Los Angeles, CA

Notes by: Sandy Goldman

Attendees: list of attendees attached

### Introduction:

### Questions Asked:

- Who attended the workshop in March for potential private investors
- Did any airlines attend the March investors workshop
- Does a proposed HSR system in California compare to the topography of other country's that have high speed rail?
- How will HSR integrate with other transportation options once you reach your destination?
- What are the major issues of opposition to the project?
- Why does this system not go to LAX?
- If Burbank is a stop how will it link to the West Valley?
- Who is the California High Speed Rail Authority and are they going to do the right thing and build a proper HSR system
- How does Maglev cost compare to HSR?
- Will the State Legislature support HSR?

### Issues Raised:

- MTA was present during the meeting and provided suggestions as to how HSR will integrate with local transit system.
- Exciting project. I'd be happy to have the HSR access to Palmdale Airport.
- If I had millions of dollars available, I would probably tackle the local issues first.
- Don't take our local money for this project.

### Action Items:

None

Prepared by **URS**

May 20, 2008  
**SIGN-IN SHEET**



### LIVABLE COMMUNITIES MEETING

5121 Van Nuys Blvd, 2nd Floor • Sherman Oaks, CA 91408 • 818-379-7000 Fax 818-379-7077

Name	Company	Phone	E Mail
ROBERT ROBERTSON	WILSHIRE-HENNING	818-472-2717	WILSHIREHENNING@AOL.COM
ROBERT ROBINSON	THE POLARIS GROUP	818-789-7319	ROBERT@POLARIS.COM
Polly Ward	Studio City B.R.	818 761 4065	pward@earthlink.net
JERRY POLLAK	ARCHITECT	818 909 3757	JMARCHITECT@SBC.COM
CECILE HUMMER	UBS Financial	818-377-8836	george.hummer@ubs.com
Pat Patton	Woodland Hills	818-348 6999	
RUTH GALANTER	GALANTER & CO.	818-985-3598	ruth.galanter@earthlink.net
Robert Samson	Village Christian Services	818-653-2249	275-sunny@earthlink.net
DAN TEMPELIS	ARTH MOTT MacDonald	818-783-6130	DAN.TEMPELIS@ARTHMOTT.COM

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Name	Company	Phone	E Mail
Miles V. Gichell	LAAOS	213 972-8775	miles.v.gichell@lacity.org
Gordon Murley	W&H O	818 346-5842	G.Murley@worldnet.att.net
Antonio Castillo	CITY OF SAN FERNANDO	(818) 898-1241	acastillo@sfaty.org
ELAN SHORE	LAEDC/BRFV	(818) 379-7000	elan.shore@blacke.org
Bart Reed	The Transit Coalition	818-367-1661	bart.reed@thetransitcoalition.org
BOB SCOTT	MUNICIPAL INSE.	818-712-9500	SCOTT@CIVICCENTER.COM
Sandy Goldman	Co High Speed Rail	310-795-3253	SANDY.GOLDMAN@SBCGLOBAL.NET
DAN FEMPTIS	<del>HATCH MACDONALD</del>		
JERRY POLLAK	ARCHITECT	818 909 3757	DANMPOLLAK@SBCGLOBAL.NET
Karen Pearson	economicalliance	818 319 7000	kp@economicalliance.org



## California High Speed Rail Presentation / Meeting Notes

### Atwater Neighborhood Council

Meeting Date: Thursday, June 12, 2008

Time: 7:00 p.m. – 8:30 p.m.

Location: 3852 Edenhurst Avenue, Los Angeles, CA 90039

Notes by: Leticia Hernandez

Attendees: Atwater Village Neighborhood Council & Community Members

#### Introduction:

Dan Tempelis presented to the Atwater Village Neighborhood Council Board of Governors. In attendance were 13 council and 15 community members. The CHSRA was not posted to the Newsletter although HSR was on the agenda, time allotted was 15 minutes.

#### Issues Raised:

#### Action Items:

I took 75 factsheets and left them on the table for the community members to take and read. Dan gave his presentation and while he spoke the DVD on the high-speed train was being viewed on the projector. The next day, the Co-chair, Tim Warner sent me an e-mail requesting a copy of the DVD previously viewed at the meeting to post to the Atwater Village NC website. He requested to be placed on the mailing lists to receive continued information on the HSR project. The council and community members suggested we present at a Town Hall meeting to a larger audience as November approaches.

#### Questions Asked:

After the presentation given by Dan Tempelis, each council member took their turn providing a statement(s) or question(s) regarding the HSR project. The statement(s) or question(s) and answers given by Dan are as follows:

1. What effect will it have on Metrolink, Greyhound, etc.?
2. Not much benefit to the project as it will cost \$1200 per household, better use of money for local transportation. (\$1200 was derived by taking the \$9.95 billion and dividing it by the expected population in 2030).
3. Is this a replacement for other transportation?
4. Much bigger picture → airlines, green technology, good idea
5. Not many people travel to Sacramento
6. Will more power plants be built to run trains
7. What is the money trail?
8. Why not maglev trains → very expensive
9. What about Amtrak → different routes
10. What about a Town Hall meeting → larger audience, get more people aware of project
11. Do you guarantee you will not take people's homes?
12. Huge rural areas, i.e., Fresno destroy mountains
13. Is it possible some segments will be available first? Anaheim to San Francisco
14. Some other technology in the United States, why abandon?
15. Reduce regional traffic → how
16. Run real numbers, latent demand

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

### North Valley Democratic Club

Meeting Date: June 19, 2008

Time: 6:30 p.m.

Location: North Valley Democratic Club, Carrow's Restaurant, Northridge, CA

Notes by: Sylvia Novoa, URS

Attendees: 20 members of the North Valley Democratic Club; Dan Tempelis, Hatch Mott MacDonald; Sylvia Novoa URS

#### Introduction:

Dan Tempelis introduced the High Speed Rail concept and described the LAUS to Palmdale segment. Dan explained that the technical team has developed various alignments for the possible development of the HSR. Dan explained route and funding details and indicated that the need to develop public/private funding partnerships was critical to the future of the proposed project.

#### Questions Asked:

- Is the bond measure likely to be on the 2008 ballot?
- What is the total amount of the bond?
- What does the term "electrified" mean in relation to this project?
- I saw an article regarding Union Pacific and the fact that they did not plan to share ROW, is this in the same corridor? If Union Pacific does not cooperate can this line be built?
- Do you plan on sharing the HSR lines with existing freight services?
- Will the energy used to power the HSR be fossil fuels?
- Won't there be a need to build new parking facilities?
- Who will pay off the bonds and what grade bonds will they be?
- Where would the station in Sylmar be located?
- Will you use existing rail lines in Sylmar or would you have to create new rail lines?
- When does the first leg of this line get built?
- Can't you build a line straight through to Sacramento?
- Will there be ROW takes where new lines are built?
- What about earthquakes - is the system safe during an earthquake?

#### Additional Comments:

- Overall the group expressed his support for the project

#### Action Items:

- Work with Democratic club to gain endorsement from the Central Democratic Committee before November.

Prepared by **URS**





## California High Speed Rail Presentation / Meeting Notes

### Central Hollywood Neighborhood Council

Meeting Date: June 23, 2008

Time: 6:30 p.m.

Location: Hollywood City Hall, 6501 Fountain Avenue, Hollywood CA

Notes by: Sylvia Novoa, URS

Attendees: 20 members of the Central Hollywood Neighborhood Council; Dennis Papilion  
Sylvia Novoa URS

#### Introduction:

Denny Papilion introduced the High Speed Rail concept and described the LAUS to Palmdale segment. Mr. Papilion asked if anyone had heard about the project, 3-4 people indicated that they had heard about the proposed HSR project. Denny provided an overview of the planned route and explained route and funding details. Denny indicated that the need to develop public/private funding partnerships was critical to the future of the proposed project.

#### Questions Asked:

- How will the proposed route impact the I-5, will it reduce highway traffic in any way?
- What are the statistics regarding Eminent Domain, how many properties will be taken if this project is approved and built?
- How much would a ticket to San Francisco cost?
- Who would be building the HSR trains?
- Where will the HSR trains be built?
- How come we are only proposing speeds of 200 mph when the French have successfully run their trains at 400 mph?

#### Action Items:

- Work with Neighborhood Council to obtain a resolution of support for the project.

Prepared by **URS**



## California High Speed Rail Presentation / Meeting Notes

### Los Angeles Central City Association (CCA) Transportation Committee

Meeting Date: June 24, 2008

Time: 8:00 a.m.

Location: CCA Office

Notes by: Annette Cortez, URS

Attendees: CCA Transportation Committee, Dan Tempelis, HSR Joint Venture Hatch Mott  
McDonald, Eugene Kim, STV, Annette Cortez, URS, Chelsea Correia, CPG

#### Introduction:

Dan Tempelis presented HSR project updates and proposed alignments for the Los Angeles to Palmdale section, his presentation included a High Speed Rail simulation. Dan's overview was followed by Eugene Kim's presentation of the Anaheim to Los Angeles section.

#### Questions Asked:

- Who will you share tracks with?
- How is inner city trips defined?
- What ROW will the HST use?

#### Comments:

- AAA representative: It concerns me that the ridership and financial calculations in your presentation are outdated. When will these be updated?

Prepared by **URS**

## **Appendix E. INTERAGENCY MEETING NOTES**

**SUMMARY OF PROCEEDINGS OF THE ENVIRONMENTAL AGENCY COORDINATION GROUP MEETINGS  
FOR THE ANAHEIM-LOS ANGELES SECTION OF THE CALIFORNIA HIGH SPEED TRAIN PROJECT  
MEETINGS HELD ON MARCH 5 AND 6, 2008 AT THE WILSHIRE GRAND HOTEL, LOS ANGELES, CA**

The following is a summary of the Interagency Coordination Group meetings on the Anaheim-Los Angeles Section of the California High-Speed Train (CHST/HST) Project that were held on March 5 and 6, 2008 at the Wilshire Grand Hotel in Los Angeles, CA. Meeting notes from these meetings are presented in the order that the three meetings were held with the respective Environmental Agency, Transportation Agency and Local Agency Groups.

**Meeting No. 1: Environmental Agency Coordination Group Meeting  
March 5, 2008, 1:30 p.m. to 3:30 p.m.**

**Introduction**

Ms. Carrie Pourvahidi, Assistant Director of the California High Speed Rail (CHSR/Authority), greeted those in attendance at the meeting. She explained that the Authority was formed in 1996 and that the Authority and the Federal Rail Administration already approved a Program Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the statewide CHST project in November 2005. Also, the Findings and a Statement of Overriding Considerations were approved as part of the Program EIR and a Record of Decision (ROD) was also approved as part of the approval of the Program EIR/EIS.

She also noted that the Authority sent out a Notice of Preparation (NOP) of a Project level Environmental Impact Report (EIR) and the FRA sent out a Notice of Intent to prepare a Project level Environmental Impact Statement (EIS) on the Anaheim to Los Angeles section of the CHST project in April 2007. The CHST would follow the existing Los Angeles to San Diego (LOSSAN) railroad corridor between these two cities, with the HST project to remain within existing rail corridors wherever possible.

Funding for the CHST project has also been an issue, with the State providing \$12.5M for this project in the Fiscal Year 2007-2008 State Budget for use on the entire CHST project. Also, the Orange County Transit Authority (OCTA) included \$3M for the Anaheim to Los Angeles Section of the HST project in their FY 2007-2008 budget. Therefore, there is funding to move ahead with the preparation of environmental documentation on this section of the CHST project.

Also noted was the placement of a \$9.5B bond on the November 2008 ballot to allocate additional funds to help plan and build the San Francisco to Anaheim sections of the CHST project. However, a bill has recently been introduced in the State Legislature to allow 8.6 B of the bond funds to be spent on any of the sections of the HST between San Francisco/Sacramento to San Diego and \$900M on other rail projects throughout the State of California. This legislation also promotes a public/private partnership be used to help fund and build the entire CHST project.



It was noted that funding has also been allocated by the Authority to study a portion of the Los Angeles to Palmdale section of the HST project, with this study focusing on the Los Angeles Union Station to Highway 134 section of this project.

Ms. Pourvahidi emphasized that the purpose of the coordination groups was to get early input from the environmental agencies regarding the alignments for the proposed Anaheim to Los Angeles section of the HST project, request that agencies review the HST Methodologies Report to be used in preparing the Project level EIR/EIS, and study materials that have been prepared so far on the proposed alignments for the Anaheim to Los Angeles and Los Angeles to Highway 134 sections of the HST project. Also, the Authority and its consultants working on the above sections of the HST project will want to meet with all environmental agencies to discuss any issues they have on the HST project and project alignment alternatives.

#### **Anaheim-Los Angeles HST Project Alternatives**

**Mr. Bob Close**, Project Manager for the Anaheim to Los Angeles Section of the HST project then addressed those attending the Coordination Group meeting to discuss the alternatives alignments for this section of the HST project that have been developed so far. Mr. Close discussed the No Project Alternative for the HST project that would result in the HST project not being developed and transportation improvements proposed as part of state, regional and local agencies being developed to take care of all future transportation needs.

Also discussed were the three Sub-sections that the Anaheim to Los Angeles section of the HST project has been broken into, including Sub-Section 1: Anaheim to Fullerton, Sub-Section 2: Fullerton to Hobart Yard, and Sub-Section 3: Hobart Yard to Union Station. Slides showing these Sub-Sections with track configurations are found at the end of this report.

**For Sub-Section 1:** Anaheim to Fullerton, an aerial photo was shown that included the width of the right of way (ROW) between these two proposed HST stations. The most difficult area in this section is a section where there is only 50 feet of existing railroad ROW between Vermont Avenue and almost to Carbon Creek. This would make development of the HST project difficult in this area unless additional ROW is acquired.

**For Sub-Section 2:** Fullerton to Hobart Yard, an overview of this sub-section was provided showing the cities that this sub-section would traverse. Also described were the Program-Level Shared-Track Alternative that included a Typical At-Grade Configuration, and a Typical Aerial Configuration. The Dedicated- HST alternative was also described that included a Typical At-Grade Configuration (Existing Track Alignments), A Typical At-Grade Configuration (Shifted Track Alignments), and Typical Aerial configuration.

**For Sub-Section 3:** Hobart Yard to Union Station, an overview of the sub-section was provided showing the cities that this sub-section would traverse. A slide was also shown of the Existing/Planned Conditions in the sub-section, Potential HST Alignments though this sub-section including at-grade, above-grade and tunnel sections that the HST could traverse.

Also described were the potential HST station locations at the proposed Anaheim Regional Transportation Intermodal Center (ARTIC) and at Los Angeles Union Station. A discussion was also provided on two potential stations that the section team is looking at, including one in Fullerton and one in the Norwalk/Pico-Rivera area.

#### **Union Station Location and Approach Options**

Mr. **Dan Tempelis** with Hatch Mott MacDonald described the Union Station Location and Approach Options for the HST project alignment between Los Angeles Union station and State Highway 134 in the Glendale area. He noted that the Program EIR/EIS did not locate a HST alignment in this area, with a specific alignment for the HST in this area to be analyzed in the Project EIR/EIS.

Aerial photos were shown that noted the location of the HST in a cut and cover tunnel and in a trench in this section of the HST project. Mr. Tempelis noted that a number of technical studies were currently being conducted in this area that would be used to help determine where the HST alignment would be located and whether it would be constructed at-grade, in a trench or in a tunnel.

#### **Environmental Review Process**

Mr. **Steven Wolf** with Parsons Brinckerhoff discussed the Environmental Review Process that has been followed to date on the HST Program EIR and that will be followed on the Project EIR/EIS. He noted that the Program EIR/EIS was approved by the Authority and FRA in November 2005. This document also included a Mitigation Monitoring and Reporting Plan, CEQA Findings of Fact that were adopted by the Authority, and a Record of Decision that was adopted by the FRA. He also noted that a Program EIR/EIS has been prepared for the Bay Area section of the HST project, but that this document has not been adopted by the Authority to date. Approval of the Bay Area Program EIR/EIS would include the adoption of an alignment for this section of the HST project between San Francisco and the Central Valley area.

Mr. Wolf described a process that the Authority will go through that will result in the Authority entering into a number of agreements with the State Historic Preservation Office, U.S. Fish and Wildlife Service, U.S. Army Corp of Engineers (404 Permit), and the U.S. Environmental Protection Agency (404 Permitting) that will guide the issuance of permits from these agencies for the construction and operation of the HST project throughout the State.

A discussion was made on the Project level EIR/EIS including an analysis of a number of detailed project alternatives that are currently being developed by the Authority and its consultants. Also the project will be further defined in the Project EIR/EIS using a conceptual engineering design that is being developed by the HST project engineering team. Public outreach to agencies, stakeholders and communities will also be used to help develop the HST project alignments. The Project level EIR/EIS will also include a number of site-specific environmental analyses as described further below.



A Draft HST Project Environmental Methodologies Report has been prepared that will help in the following areas:

- Establish Study areas for the HST project area
- Provide guidance on field work to be conducted on focused surveys to be conducted as part of the analysis on the HST project
- Define baseline conditions that will be used in the preparation of the Project EIR/EIS
- Identify significance thresholds for project impacts and benefits
- Set parameters for project mitigation measures

Project design data were also discussed. These data include the following:

- HST alignment plans and profiles
- Cross-sections of the HST alignments
- HST Station site, plans and profiles
- Storage and maintenance facility sites and plans

These data will be used in determining the HST project's impacts on the environment.

The HST Environmental Methods Report will also be used to do the following:

- Establish the technical approach in performing parallel analyses for multiple sections of the HST System
- Define the level of analysis that will be undertaken, further identify and describe impacts at a level deemed necessary for permits and approvals, and
- Inform lead agency decision makers on selecting HST alignment and station locations, and in making mitigation measure commitments, and to support future regulatory and other approvals

The outline of the HST Methodology Report was discussed, including Baseline/Affected Environment, Environmental Impact Analysis, Mitigation and other sections to be included in the Project EIR/EIS.

The 17 environmental disciplines that are to be discussed in the EIR/EIS were described. Five of these disciplines (Noise and Vibration, Socioeconomics/Communities & Environmental Justice, Aesthetics & Visual Quality, Safety & Security, and Cumulative Impacts) were discussed in greater detail at this meeting.

Mr. Wolf also discussed where the Anaheim to Los Angeles HST team was on the preparation of the EIR/EIS on this section of the HST project. At this time, the team is evaluating project alternatives using 3% to 5% conceptual engineering drawing. Also, a number of environmental technical studies are being prepared on this section of the HST project.

**Meeting Recap and Next Steps**

Ms. Carrie Pourvahidi and Tony Daniels with Parsons Brinkerhoff provided a recap of the meeting.

Ms. Pourvahidi emphasized that today's meeting was just the beginning of a process that is being conducted to determine where the HST should be constructed along the Anaheim to Los Angeles and Los Angeles to State Highway 134 corridors. She asked meeting participants to feel free to call or email her and any members of the HST team with their questions on this project.

Mr. Daniels asked agency representatives to study the HST draft documents sent to them earlier and to let the Authority and the project team know what their comments are on them. Also, the Authority and project staff will be calling the agencies to set up one-on-one meetings with them to get their input on what HST Alternatives should be considered in the Project EIR/EIS. A discussion was also held on how these meetings should be conducted, including whether individual and/or group meetings should be held.

Mr. Daniels also noted that the HST route is almost 800 miles long, not the 700 miles previously described in other HST documents.

Concerning 15% design for the HST project, HST alignment drawings could be at 70% level and HST station designs could be at a 5% design level. Agencies will have specific areas and HST designs to review.

A request was also made by Mr. Daniels for meeting participants to fill out the Comments form given to them. He asked that these forms be given to project staff or to be mailed in as soon as possible.

**Questions Asked at This Meeting**

- The HST will use existing ROW for the alignment of this train project, but can it maneuver within this ROW?
- How does the HST interface with the Gold Line? Will the HST alignment in this area interfere with the operation of the Gold Line?
- How long will it take to get from Anaheim to Los Angeles on the HST?
- The City of Los Angeles is opposed to a HST alignment along the Los Angeles River due to the potential conflicts of the HST with the Los Angeles River Revitalization Plan.

- How can the HST project interface with the Los Angeles River Revitalization Plan, with the Plan calling for projects adjacent to the River that may conflict with the proposed alignments of the HST?
- How can the HST interface with the Los Angeles River, with the Los Angeles River Revitalization Plan? The program slides showing the HST alignments along the River will not work with the improvements called for by the Plan. Would the HST project work if deep tunnels for the HST were used along the Los Angeles River?
- Concerned about HST noise on wildlife - what noise impacts will the HST have on wildlife along the HST alignment? Can the HST be set back far enough from existing wildlife populations to reduce this impact to an acceptable level?
- How will coordination of the HST Project EIR/EIS interface with the local environmental groups and agencies?
- Request made that the HST Authority start coordination efforts with the Army Corps of Engineers now since we are working on a study of how to revitalize the Los Angeles River.
- Request made that local environmental and agency input on HST alternative alignments be obtained before the HST Authority selects any final alignments for the Anaheim to Los Angeles Union Station section of the HST project.
- Request made that the HST Authority work with local agencies before a range of HST alternatives are selected e.g. these agencies may have HST alternatives that they want considered before a final range of alternatives is selected by the HST Authority .



**Meeting No. 2: Transportation Agency Coordination Group Meeting,  
March 6, 9:00 a.m. to 11:00 a.m.**

**Introduction**

Ms. Carrie Pourvahidi, Assistant Director of the California High Speed Rail (CHSR/Authority), greeted those in attendance at the meeting. She explained that the Authority was formed in 1996 and that the Authority and the Federal Rail Administration have already approved a Program Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the statewide CHST project in November 2005. Also, Findings and a Statement of Overriding Considerations were approved as part of the Program EIR and a Record of Decision (ROD) was also approved as part of the approval of the Program EIR/EIS.

She also noted that the Authority sent out a Notice of Preparation (NOP) of a Project level Environmental Impact Report (EIR) and the FRA sent out a Notice of Intent to prepare a Project level Environmental Impact Statement (EIS) on the Anaheim to Los Angeles section of the CHST project in April 2007. The CHST would follow the existing Los Angeles to San Diego (LOSSAN) railroad corridor between these two cities, with the HST project to remain within the LOSSAN corridor wherever possible.

Funding for the CHST project has also been an issue, with the State providing \$12.5M for this project in the Fiscal Year 2007-2008 State Budget for use on the entire CHST project. Also, the Orange County Transit Authority (OCTA) included \$3M for the project in their FY 2007-2008 budget. Therefore, there is funding to move ahead with the preparation of the Anaheim to Los Angeles section of the CHST project.

Also noted was the placement of a \$9.5B bond on the November 2008 ballot to allocate additional funds to help plan and build the San Francisco to Anaheim sections of the CHST project. However, a bill has recently been introduced in the State Legislature to allow \$8.6 B of the bond funds to be spent on any of the sections of the HST between San Francisco/Sacramento to San Diego and \$900M on other rail projects throughout the State of California. This legislation also promotes a public/private partnership be used to help fund and build the entire CHST project.

It was noted that funding has also been allocated by the Authority to study a portion of the Los Angeles to Palmdale section of the HST project, with this study focusing on the how to get out of Los Angeles Union Station and travel to Highway 134.

Ms. Pourvahidi emphasized that the purpose of the coordination groups was to get early input from the transportation agencies regarding the alignments for the proposed Anaheim to Los Angeles section of the HST project, request that agencies review the HST Methodologies Report to be used in preparing the Project level EIR/EIS, and study materials that have been prepared so far on the proposed alignments for the Anaheim to Los Angeles and Los Angeles to Highway 134 sections of the HST project. Also, the Authority and its consultants working on the above sections of the HST project will want to meet with all transportation agencies to discuss any issues they have on the HST project and project alternatives.

**Tony Daniels** with Parsons Brinkerhoff advised meeting participants that the cartoons used in the presentations at the meeting were for planning purposes. The Authority understands that it would be difficult to replace all railroad tracks at once because of the need to keep trains moving in the LOSSAN corridor. They also realize that moving train tracks as shown in the presentation cartoons may not be feasible.

He noted that if the aerial alignment were to be used for the proposed HST project that it could stay (or so believed at this time) within the existing railroad right of way. However, this alignment would create noise, vibration and aesthetic impacts.

Mr. Daniels noted that the HST is currently being proposed to be placed in a double tunnel system. He requested that the HST project team take a look at putting the HST in a single tunnel, and asked if this could be done.

#### **Concept Level Operations Feasibility Study**

Mr. **Paul Mosier** with Parsons Brinkerhoff discussed the Draft Concept Level Operations Feasibility Study (Feasibility Study) that has been prepared for the HST project. The Feasibility Study analyzed the feasibility of using the LOSSAN corridor between the Redondo Junction and the Fullerton Junction and between the Fullerton Junction and the Anaheim Regional Transportation Intermodal Center (ARTIC). A slide was shown that showed the railroad track for these sections of the LOSSAN corridor.

The Feasibility Study was prepared at a conceptual level of analysis using the RTC Simulation, information on the mainline capacity of the LOSSAN corridor, and an estimated number of HSTs, and Metrolink, Amtrak, and freight trains using this corridor.

Four scenarios were considered in the Feasibility Analysis, as follows:

- 2 Freight Tracks and 2 Passenger Tracks
- 3 Freight Tracks and 2 Passenger Tracks
- 3 Tracks (Freight, Amtrak, Metrolink) and 2 Passenger Tracks (HST, Metrolink)
- 4 Tracks (Freight, Amtrak, Metrolink,) and 2 Tracks (Exclusive HST use)

Service level assumptions for the Feasibility used a forecast beyond the Year 2020.

The assumptions that were made in the preparation of the Feasibility Analysis that were common to all scenarios studied in the Analysis included the following assumptions.

- Train characteristics - for the various types of freight trains, conventional diesel passenger trains and conventional electric passenger trains that are currently being used in the LOSSAN corridor as shown in the slide program
- Future Service Levels – for freight trains, Amtrak, Metrolink and the HST as listed in the slide program

The Issue of Cross Plan train movements and the assumption on these kinds of movements were also discussed. These cross train movements have to be taken into consideration, given that the HST would move through the areas listed below, with trains usually moving from north to south within a site. These included 37 daily North/South traversing train moves at the following locations:

- Hobart and 8<sup>th</sup> Street: 6 movements
- Hobart and Commerce: 15 movements
- Pico Rivera and La Mirada; 6 movements
- La Mirada and Fullerton: 6 movements
- Fullerton and Orange: 4 movements

Cross plan train movements were shown on one of the slides displayed during this presentation.

Case studies for four different train track movements were also described during the presentation. They included the following as shown on a series of Power Point slides used in presenting this information.

**Case 1:** Program-Level Shared-Track Alternative – 2 & 2 tracks with exclusive passenger train use with complete separation between freight and passenger trains, from the Redondo Junction to the Fullerton Junction, and from the Fullerton Junction to Anaheim. Maximum operation speeds for the HST, and Amtrak, Metrolink and freight trains in these areas were also given.

For the above case study, there would be no physical connection between freight and passenger tracks. With the above 2 & 2 track layout, there was capacity for future freight and passenger trains. However, a solution for cross plan train movements would be needed. Conclusions of this case study were:

- Two passenger train tracks provide sufficient capacity. The minimum time slot for a HST was 1 train per hour (TPH).
- Two freight train tracks will be inadequate to handle future freight train movements through this area.

**Case 2:** Program-Level Shared-Track Alternative – 3 & 2 tracks with exclusive passenger train use with complete separation between freight and passenger trains.

For this case study, there were 5 mainline tracks in the Redondo Junction to Fullerton, with 3 tracks for freight trains only and 2 tracks for passenger trains only. For the Fullerton Junction to Anaheim there were 2 mainline tracks. Maximum operating speeds for the HST, Amtrak, Metrolink, and freight trains were provided. The conclusions of this case study were:

- Two passenger tracks provide sufficient capacity. The minimal time slot for the HST is 1 TPH
- Three freight tracks provides sufficient capacity



**Case 3:** Expanded Shared-Track alternative with a 3 x 2 track layout. Three tracks would be for combined freight, Amtrak, and the Metrolink 91-line trains. Two tracks would be shared by the Metrolink OC and HST trains. There would be 5 mainline tracks between the Redondo Junction and the Fullerton Junction (3 tracks shared by freight, Amtrak, Metrolink 91-line trains and two tracks for Metrolink Orange County and HST trains). In the Fullerton Junction to Anaheim area there would be 2 mainline tracks. Maximum operating speeds for HST, Amtrak, Metrolink 91-line, and Metrolink OC and freight trains were given, with these speeds being higher than in Case 1 and 2.

The conclusions of this case study were:

- Operation of Freight, Amtrak and 91-line is feasible
- Operation of Metrolink OC and HST with 3 to 4 HST trains per hour is feasible.

**Case 4:** Dedicated HST Alternative – with a 4 x 2 track layout with exclusive HST line. For this case, the Redondo Junction to Fullerton Junction would have 4 tracks for combined use including freight, Amtrak, Metrolink trains and 2 tracks for HST use. The Fullerton Junction to Anaheim would have 2 mainline tracks. The maximum speeds for the HST, Amtrak, Metrolink and freight trains were given, with the HST operating at a speed of 150 mph. In this case study, there would be 4 tracks for freight and conventional passenger trains that would be fully interconnected. Two HST track would be provided for exclusive use of the HST. It was determined that a solution for cross plan train movements would be needed.

The conclusions of this case study were:

- Operation of freight, Amtrak and Metrolink trains is feasible
- Provides high speed/high density dedicated line for HST. This study tested 6 HST per hour, with a potential for Mainline capacity in the range of 20 TPH.

#### **Union Station Location and Approach Options**

Mr. Dan Tempelis of Hatch Mott MacDonald discussed the HST's Union Station location and approach options for the HST project alignment between Los Angeles Union Station and State Highway 134 in the Glendale area. He noted that the Program EIR/EIS did not locate a HST alignment in this area, with a specific alignment for the HST in this area to be analyzed in the Project EIR/EIS.

Aerial photos were shown that noted the location of the HST in a cut and cover tunnel and in a trench in this section of the HST project. Mr. Tempelis noted that a number of technical studies were currently being conducted in this area that would be used to help determine where the HST alignment would be located and whether it would be constructed at-grade, in a trench or in a tunnel.

Technical studies are being prepared on the section of the HST and will be used in determining where the HST will be located in this area. Coordination with other federal, State and local agencies will also be considered in locating the HST in this area.

**Meeting Recap and Next Steps**

Mr. Tony Daniels with Parsons Brinkerhoff provided a recap of the meeting and the next steps to be taken on the HST project. He noted that the HST Authority has directed that the first phase of the HST be constructed between Anaheim and San Francisco, but this could change, depending on if the \$9.5 B bond on the November 2008 ballot passes. He explained that Phase I construction could cost approximately \$30B based on 2006 dollars. One hundred train sets would be needed to operate the HST throughout the State.

The HST project team is looking at the overall schedule for the Anaheim to Los Angeles section of this project. It appears that the Project EIR/EIS for this section will be the first project level environmental document to be completed on this project, with the Draft EIR/EIS to be distributed in early spring of 2009. After the EIR/EIS is considered and approved by the Authority, then the Federal Rail Administration will consider this document, and a Record of Decision will be approved. He estimated that the Anaheim to San Francisco sections of the HST will be built and operating by 2020.

A large number of HST alternatives alignments are also being considered as presented in today's presentation. As of today's meeting, none of these alignments have been eliminated so far, but some will need to be, in order to make some headway on developing the HST project. The Authority is looking for feedback on these alignments via letters, email or by phone.

Future outreach meetings will be held on the Anaheim to Los Angeles and Los Angeles to State Highway 134 sections of the HST project. In the future, the environmental and local agencies outreach groups will most likely be combined into one future meeting, with another meeting to be held with the transportation agencies. The Authority will let the transportation agencies know what happened at today's meeting. The Authority will also be scheduling a series of meetings with local agencies to get their feedback on what HST alignments they believe are feasible and to learn about local projects that may impact the construction of the HST alternatives being looked at so far.

Mr. Daniels noted that the Authority is well aware of the difficulties of getting HSTs into and out of the Los Angeles Union Station and of City of Los Angeles plans for the revitalization of the Los Angeles River. They are also aware that the LOSSAN corridor is owned by the railroads and that the Authority will have to work with them for any HST project to be built in this railroad corridor.

**Questions asked at this meeting included the following:**

- Have discussions been held with the company that operates Union Station on the alignment studies being conducted to/from/through Union Station?
- Where would maintenance activities occur for the HST project?
- What is the role of the State Department of Transportation on this project? How should they be involved to help move the HST project along?
- Where the HST would share the same track with passenger trains – wouldn't there be a need for some time separation between HST and passenger trains – to avoid a collision of these trains?
- How do federal funds impact the project alternatives being considered for the HST project?
- How is the Authority looking at cost effectiveness of the HST project, especially since some federal funds would be used in the construction of this project?
- If the HST were to go 110 to 125 mph, how long would it take to get between Los Angeles and Anaheim?



**Meeting No. 3: Local Coordination Group for the Anaheim-Los Angeles High Speed Train Project**

**March 6, 2008, 1:30 p.m. to 3:30 p.m.**

**Introduction**

**Ms. Carrie Pourvahidi**, Assistant Director of the California High Speed Rail (CHSR/Authority), greeted those in attendance at the meeting. She explained that the Authority was formed in 1996, and that the Authority and the Federal Rail Administration have already approved a Program Environmental Impact Report (EIR) and Environmental Impact Statement (EIS) for the statewide CHST project in November 2005. Also, Findings and a Statement of Overriding Considerations were approved as part of the Program EIR, and a Record of Decision (ROD) was also approved as part of the approval of the Program EIR/EIS.

She also noted that the Authority sent out a Notice of Preparation (NOP) of a Project level Environmental Impact Report (EIR) and the FRA sent out a Notice of Intent to prepare a Project level Environmental Impact Statement (EIS) on the Anaheim to Los Angeles section of the CHST project in April 2007. The CHST would follow the existing Los Angeles to San Diego (LOSSAN) railroad corridor between these two cities, with the HST project to remain within the LOSSAN corridor wherever possible.

Funding for the CHST project has also been an issue, with the State providing \$12.5M for this project in the Fiscal Year 2007-2008 State Budget for use on the entire CHST project. Also, the Orange County Transit Authority (OCTA) included \$3M for the project in their FY 2007-2008 budget. Therefore, there is funding to move ahead with the preparation of the Anaheim to Los Angeles section of the CHST project.

Also noted was the placement of a \$9.5B bond on the November 2008 ballot to allocate additional funds to help plan and build the San Francisco to Anaheim sections of the CHST project. However, a bill has recently been introduced in the State Legislature to allow \$8.6 B of the bond funds to be spent on any of the sections of the HST between San Francisco/Sacramento to San Diego and \$900M on other rail projects throughout the State of California. This legislation also promotes a public/private partnership be used to help fund and build the entire CHST project.

It was noted that funding has also been allocated by the Authority to study a portion of the Los Angeles to Palmdale section of the HST project, with this study focusing on the how to get out of Los Angeles Union Station and travel to Highway 134.

Ms. Pourvahidi emphasized that the purpose of the coordination groups was to get early input from the local government agencies regarding the alignments for the proposed Anaheim to Los Angeles section of the HST project, request that agencies review the HST Methodologies Report to be used in preparing the Project level EIR/EIS, and study materials that have been prepared so far on the proposed alignments for the Anaheim to Los Angeles and Los Angeles to Highway 134 sections of the HST project. Also, the Authority and its consultants working on the above sections of the HST project will want to meet with all the local government agencies to discuss any issues they have on the HST project and project alternatives.

Mr. **Tony Daniels** with Parsons Brinkerhoff also spoke during this portion of the meeting. He noted that there were nine months to go before the November 2008 vote on the HST bond issue. He said that there was support for the bond from many sources.

Mr. Daniels emphasized that no HST alternatives that are currently being studied by the Authority have been cast in concrete and that input from local agencies will be considered on what alternatives will be analyzed in the Project EIR/EIS.

According to Mr. Daniels, the next step that the Authority would take would be to think about what they learned in the series of outreach meetings that were held with the environmental, transportation and local agency outreach groups, and then work with these groups to determine what HST alignments currently being studied were feasible, and what other alternatives these groups want considered in the Authority's efforts to identify which alignments would be analyzed in the Project EIR/EIS.

#### **Anaheim-Los Angeles HST Project Alternatives**

**Mr. Bob Close**, Project Manager for the Anaheim to Los Angeles Section of the HST project then addressed those attending the Coordination Group meeting to discuss the alternatives alignments for this section of the HST project that have been developed so far. Mr. Close discussed the No Project Alternative for the HST project that would result in the HST project not being developed and transportation improvements proposed as part of state, regional and local agencies being developed to take care of all future transportation needs.

Also discussed were the three Sub-Sections that the Anaheim to Los Angeles section of the HST project has been broken into, including Sub-Section 1: Anaheim to Fullerton, Sub-Section 2: Fullerton to Hobart Yard, and Sub-Section 3: Hobart Yard to Union Station. Slides showing these Sub-Sections with track configurations are found at the end of this report.

**For Sub-Section 1:** Anaheim to Fullerton, an aerial photo was shown that included the width of the right of way (ROW) between these two proposed HST stations. The most difficult area in this section is a section where there is only 50 feet of existing railroad ROW between Vermont Avenue and almost to Carbon Creek. This would make development of the HST project difficult in this area unless additional ROW is acquired in this area.

**For Sub-Section 2:** Fullerton to Hobart Yard, an overview of this sub-section was provided showing the cities that this sub-section would traverse. Also described were the Program-Level Shared-Track Alternative that included a Typical At-Grade Configuration, and a Typical Aerial Configuration. The Dedicated- HST alternative was also described that included a Typical At-Grade Configuration (Existing Track Alignments), A Typical At-Grade Configuration (Shifted Track Alignments), and Typical Aerial configuration.

**For Sub-Section 3:** Hobart Yard to Union Station, an overview of the sub-section was provided showing the cities that this sub-section would traverse. A slide was also shown of the Existing/Planned



Conditions in the sub-section, Potential HST Alignments through this sub-section including at-grade, above-grade and tunnel sections that the HST could traverse.

Also described were the potential HST station locations at the proposed Anaheim Regional Transportation Intermodal Center (ARTIC) and at Los Angeles Union Station. A discussion was also provided on two potential stations that the section team is looking at, including one in Fullerton and one in the Norwalk/Pico-Rivera area.

#### **Union Station Location and Approach Options**

Mr. **Dan Tempelis** with Hatch Mott MacDonald discussed the HST's Union Station location and approach options for the HST project alignment between Los Angeles Union station and State Highway 134 in the Glendale area. He noted that the Program EIR/EIS did not locate a HST alignment in this area, with a specific alignment for the HST in this area to be analyzed in the Project EIR/EIS.

Aerial photos were shown that noted the location of the HST in a cut and cover tunnel and in a trench in this section of the HST project. Mr. Tempelis noted that a number of technical studies were currently being conducted in this area that would be used to help determine where the HST alignment would be located and whether it would be constructed at-grade, in a trench or in a tunnel. These studies will be used in determining where the HST will be located in this area. Coordination with other federal, State and local agencies will also be considered in locating the HST in this area.

#### **Environmental Review Process**

Mr. **Steven Wolf** with Parsons Brinckerhoff discussed the Environmental Review Process that has been followed to date on the HST Program EIR and that will be followed on the Project EIR/EIS. He noted that the Program EIR/EIS was approved by the Authority and FRA in November 2005. This document also included a Mitigation Monitoring and Reporting Plan, CEQA Findings of Fact that were adopted by the Authority and a Record of Decision that was adopted by the FRA. He also noted that a Program EIR/EIS has been prepared for the Bay Area section of the HST project, but that this document has not been adopted by the Authority to date. Approval of the Bay Area Program EIR/EIS would include the adoption of an alignment for this section of the HST project between San Francisco and the Central Valley area.

Mr. Wolf described a process that the Authority will go through that will result in the Authority entering into a number of agreements with the State Historic Preservation Office, U.S. Fish and Wildlife Service, U.S. Army Corp of Engineers (404 Permit), and the U.S. Environmental Protection Agency (404 Permitting) that will guide the issuance of permits from these agencies for the construction and operation of the HST project throughout the State.

A discussion was made on the Project level EIR/EIS including an analysis of a number of detailed project alternatives that are currently being developed by the Authority and its consultants. Also the project will be further defined in the Project EIR/EIS using a conceptual engineering design that is being developed by the HST project engineering team. Public outreach to agencies, stakeholders and



communities will also be used to help develop the HST project alignments. The Project level EIR/EIS will also include a number of site-specific environmental analyses as described further below.

A Draft HST Project Environmental Methodologies Report has been prepared that will help in the following areas:

- Establish Study areas for the HST project area
- Provide guidance on field work to be conducted on focused surveys to be conducted as part of the analysis on the HST project
- Define baseline conditions that will be used in the preparation of the Project EIR/EIS
- Identify significance thresholds for project impacts and benefits
- Set parameters for project mitigation measures

Project design data was also discussed. This data includes the following:

- HST alignment plans and profiles
- Cross sections of the HST alignments
- HST Station site, plans and profiles
- Storage and maintenance facility sites and plans

This data will be used in determining the HST project's impacts on the environment.

The HST Environmental Methods Report will also be used to do the following:

- Establish the technical approach in performing parallel analyses for multiple sections of the HST System
- Define the level of analysis that will be undertaken, further identify and describe impacts at a level deemed necessary for permits and approvals, and
- Inform lead agency decision makers on selecting HST alignment and station locations, and in making mitigation measures commitments, and to support future regulatory and other approvals

The outline of the HST Methodology Report was discussed, including Baseline/Affected Environment, Environmental Impact Analysis, Mitigation and other sections to be included in the Project EIR/EIS.

The 17 environmental disciplines that are to be discussed in the EIR/EIS were described. Five of these disciplines (Noise and Vibration, Socioeconomics/Communities & Environmental Justice, Aesthetics & Visual Quality, Safety & Security, and Cumulative Impacts were discussed in more detail at this meeting.

Mr. Wolf also discussed where the Anaheim to Los Angeles HST team was on preparation of the EIR/EIS on this section of the HST project. At this time the team is evaluating project alternatives using 3% to 5% conceptual engineering drawing. Also, a number of environmental technical studies are being prepared on this section of the HST project.

**Meeting Recap and Next Steps**

Mr. **Steven Wolf** provided a recap of the meeting and the next steps that will be taken on the HST project. He reminded meeting participants that a Program EIR/EIS has already been prepared on the HST project. Findings and a Statement of Overriding Considerations, and a Mitigation and Monitoring Plan were also prepared as part of the Program EIR/EIS process and will help guide the Project EIR/EIS that is now being prepared on the HST project. The Program EIR/EIS was approved by the Authority, and the Federal Rail Administration also approved a Record of Decision in November 2005.

Mr. Wolf also reminded meeting participants that a Program EIR/EIS has been prepared on the Bay Area section of the HST and is being finalized for consideration by the Authority. Once that document is approved, it will set the alignment for the HST between San Francisco and the Central Valley.

A question was asked about whether the Project EIR/EIS would analyze the impacts of new freight train tracks being proposed as part of some of the HST alignment alternatives. These new tracks will be studied in detail in the Project EIR/EIS.

**Tony Daniels** also noted that a HST Operational Plan has been prepared for the HST project but it was not presented at the outreach meeting. However, that plan is looking at future growth in rail usage in the LOSSAN corridor.

Mr. Daniels noted that the Anaheim to San Francisco sections of the HST will cost \$30B to construct, with the project to become operational in 2020. This train would travel at a maximum speed of 220 miles per hour. If the Authority had all the funds they needed, construction of the Anaheim to Los Angeles section of the HST could start in two years. This train would travel at a speed between 110 and 125 miles per hour.

A question was asked about how the size of HSTs. Mr. Daniels said that 2 train sets could carry 900 people, with 1 train set carrying 450 people.

Mr. Daniels asked those in attendance at the meeting for their input on how to best get the HST project accomplished and that the Authority was looking for any input that the local agencies had on this project.

Mr. Wolf reminded the meeting group that the Authority and Parsons Brinkerhoff staff would be calling them to meet with them to discuss any of their issues on the HST project.

**Questions Asked at This Meeting**

- Is the Hobart Yard in the City of Commerce or is it in Vernon?
- Doesn't the Federal Rail Administration have oversight over freight lines in the HST corridor?
- Noticed that some of the HST alignments included moving freight train tracks and new freight train tracks will be constructed – will the project EIR/EIS cover the impacts of moving these tracks and new freight train tracks?
- How big would a HST be, and how many passengers would it hold?



## California High Speed Rail Presentation / Meeting Notes

US Army Corps of Engineers  
Los Angeles District

**Meeting Date:** March 25, 2008

**Time:** 8:00 a.m.

**Location:** COE Office  
915 Wilshire Blvd, Los Angeles CA

**Notes by:** Dan Tempelis

**Attendees:** Mike Hawkins, PB; Dan Tempelis, Hatch Mott MacDonald; Bruce Armistead,  
Denny Papillon, URS; Cathy Shuman COE; Richard Burke, URS.

### Introduction:

Bruce Armistead opened the meeting and discuss that the purpose of the meeting was a follow up to the agency meetings held on March 3 and 4 in Los Angeles in which the COE was in attendance. During the Agency Meetings the COE expressed concern over the alignments from LAUS to SR 134 through the Los Angeles River Narrows and proposed river park development. Bruce thanked the COE for their time and interest in review alignment alternatives in light of proposed Los Angeles River development plans. Bruce explained that at this stage of alignment development that focused alignments were available review and discussion by interested groups and public agencies.

Dan Tempelis quickly review the five (5) alignments from LAUS to SR 134 and their relationship to proposed LA River development as is currently understood from available literature regarding the LA River Master Plan.

### Comments from the COE:

1. The COE felt that any options on the west bank of the LA River would be met with considerable opposition due to proposed development in the Cornfield area between Broadway and Main Streets.
2. The City of Los Angeles through Councilmember Reyes is attempting to relocate the Goldline Yard located between Broadway and SR110. The COE currently understood that this was nearing a decision by MTA.
3. The City of Los Angeles really did not have a concept as to how the existing rail operations would mesh with the LA River Plan. Many of the draft concepts did not include a mixture of rail and park elements.
4. The City (Councilmember Reyes) and Congresswoman Lucille Roybal-Allard are pushing for a demonstration project somewhere along the west bank of the River possibly in the Goldline Yard or along the River adjacent to the DWP facility near Main Street under the existing power lines.
5. At grade options along the river are not favored in the opinion of the COE. They felt that viaduct options were better in that they could be "Moved" if necessary.
6. The Cornfield Park or Los Angeles State Historic is the City's priority area for development along the River.
7. LA River Narrows channel of the Los Angeles River is not 100 yr flood protected which is creating a challenge for hydraulic modeling of proposed projects. The current top of bank is at the 100 yr flood stage.
8. COE has asked for a budget of \$5M to evaluate potential projects. Current estimate is half may be funded.





9. Metro suggested we collaborate with them regarding negotiation with the freights. Metro suggested that a mutually acceptable partnership could leverage our interests. They suggest we should not deal with the freights alone or find ourselves in a position we are on the opposite side of Metro's interests. Metro suggested they be at the table during discussion with the freights. Metro wants local transit programs and interests protected.
10. Metro were interested in the concept of the Riverside station location as it reduced impact on the existing station and operations and would allow potential transit- oriented redevelopment. The Riverside station options are not out of the question for Metro but they did not know what the City's position would be in regard to the Piper Tech site. Metro generally like the idea and gateway concept to LA. They suggested that the existing 'Amtrak' pedestrian tunnel could be extended past Patsouras Plaza into the proposed station at the concourse level of LAUS. Metro's consideration of this alternative was based on HSR's willingness to discuss rail consolidation issues south of LAUS along the LA River. They saw the potential to relocate the existing Metro bus facility as part of this. They noted that the Pipertech housed the emergency control center (LAPD, Sheriff, City of LA), as well as the City General Services - activities such as vehicle repair, workshops sign shops, stores etc., and it was agreed that many of these should be possible to relocate away from Downtown. For this station they proposed incorporating the current Heliport used by LAPD etc and extending its capability to commercial helicopter service connections to major nearby airports etc
11. Metro strongly suggested that we use a 'top-down' approach to the City on Piper Tech., offering Robin Blair's help to engage his boss Diego Cardoza who also sits on the LA City Planning Commission. Cardoza favors redevelopment around the station and LA River area. (HSR Team's current approach to the City General Services people would not be productive.)
12. Metro requested we consult with them before engaging BNSF.
13. Metro suggested pursuing redirecting San Diego freight traffic from LA County and have improvements done in the south to enable this traffic to use the Arizona and Eastern line to reach the rest of the country.
14. Metro mentioned that BNSF had discussed MTA buying then LOSSAN ROW from them.
15. Metro were suggesting that long term aim should be to electrify Metrolink, Amtrak, and even freight services. This was driven by need to improve regional air quality.
16. Rod Diaz in on the Harbor Sub-division Project was raising the idea of extending a connection fro Redondo into the Union Station from the south. They were interested in using non-compliant vehicles and were proposing that we consider whether these could share HSR track over the southern approach section.
17. Rod also raised the potential new Cypress Park Station in the Taylor Yard area and the need to consider that in our alignment planning.



## California High Speed Rail Presentation / Meeting Notes

### City of Los Angeles Planning Department

**Meeting Date:** April 2, 2008

**Time:** 2:00 pm

**Location:** Los Angeles City Hall

**Notes by:** Kavita Mehta

**Attendees:** Gail Goldberg/City of LA; Jane Blumenfeld/City of LA; Patricia Diefender/City of LA; Michael Logrande/ City of LA; Maryann \_\_\_\_/City of LA; Mike Hawkins, PB; Bruce Armistead, PB; Steve Wolfe/PB; Dan Tempelis, Hatch Mott MacDonald; Valarie Martinez/VMA; Bob Close/STV, Kavita Mehta, URS;

#### Introduction:

Valarie Martinez opened the meeting and discussed that the purpose of the meeting was to talk about the proposed project with the City and seek feedback. Valarie provided an overview of the California High Speed Rail Authority and its structure, proposed project, project funding, and current project stage.

Steve Wolfe quickly reviewed the program-level environmental documents and provided details of the seven project segments. Dan Tempelis reviewed the five (5) alignments from LAUS to SR 134 and their relationship to proposed developments within the City of LA, e.g. LA River Master Plan. Dan discussed the cross-sections associated with each alternative. Bob Close reviewed the alignments from LAUS to Anaheim and provided details regarding areas with the City. Bob discussed the cross-sections associated with each alternative.

#### Questions from the City:

1. Has anything changed on the project over the years as it has been planned for a long time?
2. Do the alternatives have the right of way? Would any take be required?
3. What would be the height of the aerial structure? (Answer provided: 30' to 80')
4. How do you determine which alternative will be chosen? Would there be any dialogue with the City?
5. How does the decision making with all the various cities occur?
6. Do the cities and counties have any veto power?
7. At the end of the day who is responsible?
8. Large development project for Taylor Yard
  - a. Is the trench mostly covered or exposed?
  - b. Can recreation spaces be placed on top of the covered areas?
9. What is the time estimate for a run from Los Angeles to San Diego?
10. When would the first section be operational?





## California High Speed Rail Presentation / Meeting Notes

### Los Angeles County Metro Meeting

**Meeting Date:** May 1, 2008  
**Meeting:** Metro/MTA  
**Location:** PB Los Angeles Office

**Time:** 2:00 pm

**Notes by:** Mike Hawkins, Dan Tempelis

**Attendees:** Mike Hawkins PB, Bruce Armistead PB, Amanda Elioff PB, Tesse Roberts PB, Dan Tempelis HMM, Robin Blair Metro, Steve Brye Metro, Roderick Diaz Metro, Cory Zelman Metro, Irving Taylor Metro, Girish Roy Metro, Kathleen Sanchez Metro

#### Introduction:

#### Discussion:

1. Dan Tempelis gave a summary of options for LAUS north to SR 134 presented at the last Agency Meeting in LA and recent decisions made with FRA.
2. Bruce Armistead summarized the process/decisions for options developed between Anaheim and LAUS.
3. The Goldline Yard on the West Bank of the LA River between Broadway and SR110 is not considered a temporary facility. However, Metro would not preclude us the area for HSR if an alternative solution was found.
4. There was discussion about moving the Goldline Yard to the East Bank of the LA River across the LAUS Throat Track which would require construction of a bridge and branch track to move Goldline cars from LAUS. Metro would like this considered in alternatives for HSR. The site mentioned the massive UP yard area and the prominent concrete recycling yard which is the subject on discussions involving major redevelopment. One thought was that the Area could be attractive as a unified rail yard with a podium above incorporating mixed use redevelopment above. The site would appear large enough to accommodate HSR trains and a number of other services maintenance depots. MTA were interested in discussing this further once we had HSR operational requirements more defined.
5. In general, Metro felt that tunnels and trench were expensive solutions and unrealistic based on their experience. they suggested at grade/slightly depressed with surrounding land made into landscaped berms as a more economical way of reducing impacts and segregating the ROW (mentioned in relation to Taylor Yard). There estimates had indicated this was around 5% of the tunnel solution cost.
6. Metro owns considerable land along the LA River particularly south of LAUS. Metro would like consideration of decking existing tracks to open up space between the city and LA River banks as a promenade solution - on a deck above the at grade tracks, similar to Paris' Seine riverbanks. They were against the high level viaduct approach structures (because of impacts and their land values).
7. A review of the track uses South of the station in the vicinity of Metro's Red Line yard indicated 4 tracks of BNSF storage tracks-which they have been trying to relocate. No site has yet been found. PB under another Metro assignment are currently investigating alternate yard sites and the HSR team were encouraged by Metro to share in that information to see if alternate storage facilities could be found near Hobart Yard, to help free up capacity in the Redondo Junction to LAUS section.
8. Metro views Main Street Bridge (historic structure), with its at grade crossings at each end, a problem for rail operations and needs to be replaced.



## California High Speed Rail Presentation / Meeting Notes

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### Environmental/Local Agencies Group and Transportation Group

**Meeting Date:** May 22, 2008

**Time:** 9:30 A.M.

**Location:** Los Angeles METRO

**Notes by:**

**Attendees:**

*NOTES ARE NOT AVAILABLE*

**Introduction:**

**Questions from the City:**

## **Appendix F. MAY 6, 2008 SWG INVITATION LETTER**

Judge Quentin L. Kopp, Chairman  
Fran Florez\*, Vice-Chair  
David Crane  
Rod Diridon, Sr.\*  
R. Kirk Lindsey  
Curt Pringle  
Lynn Schenk  
T.J. (Tom) Stapleton  
Tom Umberg  
\*past chair



ARNOLD SCHWARZENEGGER  
GOVERNOR



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

April 17, 2008

Dear Community Leader:

As a leader in our community, your views are very important. The California High-Speed Rail Authority (CHSRA) would like to invite you to participate in the Stakeholder Working Group (SWG) for the Los Angeles to Palmdale Section for the high-speed train project. This meeting will provide an opportunity to share information, gather valuable feedback and create a dialogue between the CHSRA and important community groups. We hope you will join us.

The upcoming SWG meeting is scheduled for **Tuesday, May 6, 11:30 a.m. – 1:00 p.m.** at the Norwalk Sports and Arts Complex, Sproul Room, 13000 Clarkdale Avenue, Norwalk 90650. Complimentary lunch will be provided.

The purpose of the SWG is to continue developing open communication among differing interests and serve to move the proposed high-speed train project forward in the spirit of compromise and cooperation while providing regional involvement for this corridor. While it is not a policy body, the meeting will produce valuable feedback to help the project team build consensus for the project's alignment, service, and public involvement program, and provide you with valuable information to share with your constituency. During the 2007/2008 fiscal year, the LA to Palmdale and LA to Anaheim SWGs will meet and work together. The combined group's discussions will include community concerns from both corridors; the LA to Palmdale and Anaheim to LA HST alignments. Once additional funding becomes available, each SRG will work as a stand alone group; discussions will concentrate only on concerns along their respective alignments.

The CHSRA is proposing train service from Los Angeles, Orange County, and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. This fast, safe, and reliable system is forecast to carry as many as 100 million passengers annually by the year 2030. Currently, preliminary engineering and environmental studies are being completed for the proposed Los Angeles to Palmdale Section that would travel along the existing Los Angeles-Palmdale section between the Los Angeles Union Station and the Palmdale Transportation Center in Palmdale. High-speed trains will have an estimated trip time of approximately 25 minutes between Los Angeles Union Station and Palmdale, with maximum speeds approaching 125 mph.

We have enclosed a "Roles and Responsibility" sheet and a commitment form to be returned by **Friday, April 25** via fax at (213) 996-2290 to the attention of Annette Cortez or email at [chsra@communityspeakup.com](mailto:chsra@communityspeakup.com). Please contact us at (877) 877-6895 should you have any questions, or visit our web site at [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov) for more information.

Thank you for your time and we look forward to hearing from you.

Sincerely,

Mike Hawkins  
Deputy Regional Manager, L.A.-Palmdale

Dan Tempelis  
Project Manager, L.A.-Palmdale

CHSRA (877) 877-6895    [www.cahighspeedrail.ca.gov](http://www.cahighspeedrail.ca.gov)  
915 Wilshire Boulevard, Suite 700, Los Angeles CA 90017



SWG, May 6, 2008 Meeting  
Mailing List  
LA-Palmdale Section

PREFX	FIRST	MID	LAST	TITLE	COMPANY	SUG	STREET	CITY	STATE	ZIP
Ms	Shelly		Bacilar	Executive Director	Friends of the Los Angeles River		570 W Avenue 26, Suite 250	Los Angeles	CA	90065-1047
Mr	Leroy	D	Baca	Sheriff	LA County Sheriff's Department		4700 Ramona Blvd	Monterey Park	CA	91754
Mr	Michael		Berger	Chair	Mountains Recreation and Conservation Authority		570 W Avenue 26 Ste 100	Los Angeles	CA	90065-1047
Mr	John		Black	VP of Public Relations	LA Lakers		555 N. Nash Street	El Segundo	CA	90245
Mr	George		Brauckman	President	Glassell Park Improvement Association		PO Box 65881	Glassell Park	CA	90065-0881
Mr	David	L	Brewer III	Superintendent	LAUSD		333 S. Beaudry Ave	Los Angeles	CA	90017
Mr	J. Russell		Brown	President	Downtown LA NBHD Council		P.O. Box 13096	Los Angeles	CA	90013
Ms	Elizabeth		Chesle	Chair	Santa Monica Mountains Conservancy		570 W Avenue 26, Suite 100	Los Angeles	CA	90065-1000
Ms	Eugenia		Chow	Community Relations Director	LA Lakers		555 N. Nash Street	El Segundo	CA	90245
Ms	Laura		Dwan	Co-Chair	Silverlake NBHD Council		2888 Rowena Avenue, Suite 101	Los Angeles	CA	90039
Dr.	Michael	F	Escalante	Superintendent	Glendale Unified School District		223 N. Jackson Street	Glendale	CA	91208
Ms	David		Galaviz	member	Lincoln Heights NBHD Council		3516 N. Broadway	Los Angeles	CA	90031
Ms	Norma		Garcia	member	Olvera Street Merchant Assoc.		W10 Olvera Street	Los Angeles	CA	90012
Mr	Robert		Garcia	Executive Director	The City Project		1055 Wilshire Blvd., Suite 1660	Los Angeles	CA	90017
Mr	Jeff		Gardner	Co-Chair	Atwater Village NBHD Council		3371 Glendale Blvd Unit 105	Los Angeles	CA	90039-1825
Mr	Gregory		Karns	President	Asian Business League of So. CA		320 E. 2nd Street, Suite 317	Los Angeles	CA	90012-4220
Ms	Bennett		Karsner	VP	Greater Echo Park Elysian Neighborhood Council		P.O. Box 281039	Los Angeles	CA	90028
Mr	John	R	Lewis	Zoo Director	Los Angeles Zoo		5333 Zoo Drive	Los Angeles	CA	90027-1451
Mr	Joe		Union	Policy Association	Ukiah Flours		524 S. Spring Street, Suite 727	Los Angeles	CA	90014
Mr	Raul		Macias	Founder	Anahuak Youth Soccer Association		1560 San Fernando Rd	Los Angeles	CA	90065
Mr	Hugo	W	Medda	President	LA Metro Hispanic Chamber of Commerce		3338 Wilshire Blvd., Suite 607	Los Angeles	CA	90010
Mr	Charlie		Mims	President	Greater Griffith Park NBHD Council		P.O. Box 27003	Los Angeles	CA	90027
Mr	George		Mirabal	President	Lincoln Heights Chamber of Commerce		2716 N Broadway Ste 210	Los Angeles	CA	90031-2535
Mr	Jon Kirk		Muzzi	General Manager	City of Los Angeles Recreation and Parks		4730 Crystal Springs Drive	Los Angeles	CA	90027-1499
Mr	Jon Kirk		Muzzi	General Manager	City of Los Angeles Recreation and Parks		1200 W. 7th Street, Suite 7100	Los Angeles	CA	90017
Mr	Cesar		Portillo	FAV President	Friends of Atwater Village		3371 Glendale Blvd Unit 110	Los Angeles	CA	90039-1825
Mr	Mark		Quiroz	Vice Chair	Glassell Park NBHD Council		P.O. Box 587	San Fernando	CA	91341
Mr	Bart		Reed	Executive Director	The Transit Coalition		626 Wilshire Blvd., Suite 200	Los Angeles	CA	90017
Ms	Carol	E	Schatz	President & CEO	Central City Association of LA		1000 Elysian Park Avenue	Los Angeles	CA	90012
Mr	Howard		Sunkin	Senior VP of Public Affairs	Dodgers		350 S. Blvd Street	Los Angeles	CA	90017-1418
Mr	Gary		Toobien	President	LA Area Chamber of Commerce		2812 Newell Street	Los Angeles	CA	90039-3817
Mr	Albert		Vargas	Chairperson	Elysian Valley Riverside NBHD Council		2914 North Main Street, 1st floor	Los Angeles	CA	90031
Mr	Antonio		Gonzalez	President	William C. Velasquez Institute		2914 North Main Street, 1st floor	Los Angeles	CA	90031
Mr	Miguel		Barragan		William C. Velasquez Institute		2914 North Main Street, 1st floor	Los Angeles	CA	90031
Ms	Cecilia		Brugman	Outreach	William C. Velasquez Institute		320 W. 4th Street, Suite 200	Los Angeles	CA	90013
Ms	Jessica		Hall		Santa Monica Bay Restoration Commission		569 W. Avenue 26, Ste 100	Los Angeles	CA	90065
Ms	Barbara		Romero		Latino Urban Forum		725 South Spring Street	Los Angeles	CA	90014
Mr	James		Pollas		American Society of Civil Engineers		1601 Cloverfield Blvd., Suite 200	Santa Monica	CA	90404
Mr	Michael		Drennan		American Society of Civil Engineers		1547 North Sierra	Santa Monica	CA	90404
Mr	Carl		Blum	National Trail Coordinator	Equestrian Trails, Inc		2266 Whittier Blvd	Los Angeles	CA	90046
Ms	Lynn		Brown	Board Member	Equestrian Trails, Inc		1200 West 7th Street	Los Angeles	CA	90023
Mr	Dianne		Lockhart	Board Member	City of LA Recreation & Parks		322 Culver Blvd #317	Los Angeles	CA	90017
Mr	Michael		Shull	Board Member	County of LA Department of Public Works		900 S. Fremont Avenue	Los Angeles	CA	90010
Ms	Marla		Harcourt	Board Member	County of LA Department of Public Works		900 S. Fremont Avenue	Los Angeles	CA	90010
Mr	Mark		Petrella		State of CA Coastal Conservancy		1320 Broadway, 11th floor	Los Angeles	CA	90013
Ms	Heather		Spreight	Executive Director	LA Area Chamber of Commerce		350 S. Blvd Street	Los Angeles	CA	90017
Mr	George		Hayes	Project Manager						
Mr	Garry		David	Executive VP						
Mr	Don		Gastelum							

SWG, May 6, 2008 Meeting  
Mailing List  
LA-Palmdale Section

PREFIX	FIRST	MID	LAST	TITLE	COMPANY	SLUG	STREET	CITY	STATE	ZIP
Mr	Jim			Field Supervisor	U.S. Fish & Wildlife Service		8010 Hidden Valley Road	Carlsbad	CA	92011
Mr	Matt	Berlin		Public Outreach Coordinator	LA County Bicycle Coalition		834 South Spring St., Suite 821	Los Angeles	CA	90014
Mr	Tim	Brick		Board Member	Atrevo Seco Foundation		P.O. Box 91622	Pasadena	CA	91109
Ms	Gealia	Brugman		Outreach	William C. Velasquez Institute		2914 N. Main Street, 1st Floor	Los Angeles	CA	90031
Mr	Diego	Cardoso		Community Design Director	LA County Metropolitan Transportation Authority		726 S. Spring Street, #12	Los Angeles	CA	90014
Mr	Diego	Cardoso		Community Design Director	LA County Metropolitan Transportation Authority		1 Gateway Plz	Los Angeles	CA	90012-2952
Mr	Donovan	Donovan		Rivers, Trails & Conservation Assistance	State of CA Santa Monica Mountains Conservancy		570 W. Avenue 26, Suite 175	Los Angeles	CA	90065
Mr	Joe	Edmiston		Executive Director	Rivers and Mountains Conservancy		5550 Ramirez Canyon Rd	Malibu	CA	90265
Ms	Belinda	Faustinos		Executive Officer	Audubon Society		P.O. Box 1460	Alhambra	CA	91802
Mr	Garry	George		Conservation Chair/First Vice President	LA County Metropolitan Transportation Authority		7377 Santa Monica Blvd	West Hollywood	CA	90046
Ms	Lynne	Gottsmith		Metro Program Manager	The Nature Conservancy		One Gateway Plaza MS 98-22-5	Los Angeles	CA	90012
Mr	Alfredo	B.	Gonzalez	Senior Program Manager	The Nature Conservancy		523 W. Sixth Street, Suite 1216	Los Angeles	CA	90014
Mr	Kevin	Hunting		Acting Regional Manager	California Department of Fish and Game		4949 Viewridge Avenue	San Diego	CA	92123
Mr	Steven	John		Director	U.S. Environmental Protection Agency		800 Wilshire Blvd., Suite 1460	Los Angeles	CA	90017
Ms	Seraldine	Katz		Executive Director	Port of Los Angeles		425 S. Palms Verdes Street	San Pedro	CA	90731
Mr	Christopher	Kroll		Executive Director	State of CA Coastal Conservancy		1330 Broadway, 11th Floor	Oakland	CA	94612
Mr	Lee	Lee		District Conservationist	Natural Resources Conservation Service		4481 N. Date Avenue	Lancaster	CA	93534-3136
Mr	Andy	Urbis		Founder	The Tree People		12801 Mulholland Drive	Beverly Hills	CA	90210
Mr	David	O'Donnell		Project Associate	The Tree People		12801 Mulholland Drive	Beverly Hills	CA	90210
Ms	Rafaela	Draese		Project Manager	The Tree People		12801 Mulholland Drive	Beverly Hills	CA	90210
Ms	Mary	Lodman		LA County Watershed Coordinator	Southern CA Wetlands Recovery Project		700 Alameda Street, 4th Floor Annex Building	Los Angeles	CA	90012
Ms	Michelle	Mowery		Bicycle Program Coordinator	LA Department of Transportation		100 South Main Street, Suite 1005	Los Angeles	CA	90012
Mr	Jay	Kim			LA Department of Transportation		100 South Main Street, Suite 1005	Los Angeles	CA	90012
Ms	Imma	Munoz			Mujeres de la Tierra		685 Venice Blvd	Verona	CA	90291
Mr	Joel	Perinods		Project Attorney	Natural Resources Defense Council		1314 2nd St	Santa Monica	CA	90401-1103
Mr	Tim	Gabriel		Project Attorney	Natural Resources Defense Council		1314 2nd St	Santa Monica	CA	90401-1103
Ms	Barbara	Pomero			Mountain Recreation Conservation Authority		569 W. Avenue 26, Ste. 100	Los Angeles	CA	90065
Mr	Bruce	Salto		Executive Director	LA Conservation Corps		P.O. Box 18668	Los Angeles	CA	90015
Ms	Aracely	Fallas			LA Conservation Corps		1400 N. Spring Street	Los Angeles	CA	90012
Mr	Ron	Schaler		District Superintendent	CA Parks and Recreation Department		1925 Las Virgenes Road	Calabasas	CA	91302
Ms	Danna	Martinez			CA Parks and Recreation Department		1925 Las Virgenes Road	Calabasas	CA	91302
Mr	Jerry	Lee		Director	CA Parks and Recreation Department		1925 Las Virgenes Road	Calabasas	CA	91302
Ms	Huth	Coleman			CA Parks and Recreation Department		1925 Las Virgenes Road	Calabasas	CA	91302
Ms	Imudisse	Alimuwu			LADWP		111 N. Hope Street	Los Angeles	CA	90012
Mr	Larry	Smith		Executive Director	Northeast Trees		570 W. Avenue 26, Suite 200	Los Angeles	CA	90065
Ms	Nancy	Steele		Executive Director	LA & San Gabriel Rivers Watershed Council		700 N. Alameda Street	Los Angeles	CA	90012
Ms	Kathleen	Bullard		President	LA & San Gabriel Rivers Watershed Council		700 N. Alameda Street	Los Angeles	CA	90012
Mr	Arthur	Soding		Past President	LA & San Gabriel Rivers Watershed Council		700 N. Alameda Street	Los Angeles	CA	90012
Mr	Robert	Van Die Hoek			Sierra Club - Los Angeles Chapter		8435 Wilshire Blvd., Suite 320	Los Angeles	CA	90010
Mr	Larry	Fl			LA County Department of Parks and Recreation		433 S. Vermont Ave	Los Angeles	CA	90009-1979
Mr	Luis	Lopez		FAV Board Member	Friends of Aviator Village		3371 Glendale Blvd Unit 110	Los Angeles	CA	90039-1825
Mr	Tim	Keepling			Los Angeles Downtown Arts District		215 South Santa Fe Ave., Suite 8	Los Angeles	CA	90012
Mr	Joe	Unon		Outreach Director	Friends of the Los Angeles River		570 W. Avenue 26, Ste 250	Los Angeles	CA	90065-1047
Ms	Shelly	Eschlar			Friends of the Los Angeles River		570 West Avenue 26, Ste 250	Los Angeles	CA	90065-1047
Mr	Alex	Ward			Friends of the Los Angeles River		570 West Avenue 26, Ste 250	Los Angeles	CA	90065-1047
Mr	Lewis	MacAdams		Chair	Friends of the Los Angeles River		570 W. Avenue 26, Ste 250	Los Angeles	CA	90065-1047
Mr	Carlos	Vaquero		Executive Director	SALEF		1625 W. Olympic Blvd., Suite 718	Los Angeles	CA	90015-3822



## **Appendix G.      MAY 6, 2008 SWG MEETING NOTES**



California High-Speed Rail Authority  
Anaheim to Los Angeles Section  
Stakeholder Working Group  
Meeting Notes – May 6, 2008

**AGENDA ITEMS:**

- 1. Welcome**— *Jen Labrado, Public Outreach Manager, Anaheim to LA Section*
  - Welcomed attendees and facilitated self-introductions
  - Reviewed purpose and objectives of Stakeholder Working Group
- 2. California High-Speed Rail Authority Information Video**
  - Played 4-minute version of video
- 3. Project Introduction and Background**— *Mehdi Morshed, Executive Director, California High-Speed Rail Authority*
  - Provided introduction to high-speed trains
  - Reviewed statewide system
  - Explained project benefits
  - Informed stakeholders of budget/funding situation
- 4. Southern California Overview**— *Bruce Armistead, Southern California Project Manager*
  - Overview of Anaheim to Los Angeles Section, including travel times
  - Provided status of project in the environmental process
  - Reviewed project conceptual design and program-level efforts
  - Introduced project alternatives
- 5. Introduction of Anaheim to Los Angeles Section Alternatives**— *Bob Close, Anaheim to Los Angeles, Project Manager*
  - Discussed project alternatives and status of environmental studies
  - Reviewed 3 project sub-sections: Anaheim to Fullerton; Fullerton to Hobart Yard; and Hobart Yard to Union Station
  - Discussed possible stations at Fullerton and Norwalk/Santa Fe Springs
  - Discussed alternatives for each subsection
  - Alternatives consist of a dedicated-HST alternative vs. expanded shared-track alternative
  - Discussed HST alignments from Union Station to Hobart Yard; potential aerial structure vs. at-grade/trench option



**6. Stakeholder Outreach Update–** *Jen Labrado, Anaheim to Los Angeles, Outreach Project Manager*

- Reviewed outreach conducted since January 2007
- Discussed recent community outreach events conducted throughout the Anaheim to Los Angeles region such as Earth Day at the Promenade, Wilshire Center Earth Day, Fullerton Railroad Days, etc.
- Played two video clips featuring project supporters

**7. Los Angeles to Palmdale Section–** *Dan Tempelis, Los Angeles to Palmdale, Project Manager*

- Focused on study area between Los Angeles' Union Station to State Route 134
- This section does not share tracks along the corridor, will create new tracks
- Discussed various alternatives—above-ground alignment with existing Union Station
- Discussed Union Station entrance options— possible option are above-ground, at-grade and tunnel
- Reviewed potential alignment treatment options; the HST could potentially run through an underground open trench or underground trench covered with landscaping.
- Discussed alternative 3— alternative station location, below ground option, and tunnel to SR2; and alternative 4— alternative station location, below ground option, and short tunnel to West River bank

**8. Facilitated Discussion of General Questions, What to Take Into Consideration, and How to Best Reach and Engage Regional Stakeholders**

**Summary of questions and comments received:**

- Q: *What is the noise factor for neighborhoods?*  
A: High-speed trains are quieter than existing trains because they are light-weight, are electrically powered, and have no engine.
- Q: *What is the noise factor for elevated trains in particular?*  
A: We are currently studying this and will let you know.
- Q: *What provisions for additional parking will be taken at station locations?*  
A: Traffic and parking studies are being conducted to determine parking needs and work closely with station cities.



- Q: There are already parking needs at the Norwalk Station.  
A: We are putting together technical teams from Santa Fe Springs and Norwalk to figure out parking.
- Q: What are the polling results on the bond measure?  
A: As of late January/early February, 58% in favor and 34% oppose.
- Q: Are there any proposed stations along the LA to Glendale section?  
A: No, the stops are Burbank, Sylmar, and one in the San Fernando Valley.
- C: The Boyle Heights community has been intersected by freeways and trains and wants to see some additional details on Boyle Heights because they will be concerned.
- Q: What is the train's top speed from Anaheim to Los Angeles?  
A: 120 mph from Anaheim to Los Angeles; 150 mph through the San Fernando Valley; and overall top speeds of 220 mph.
- Q: Connections to local transit systems are very important; will the Norwalk stop connect to the Green Line?  
A: The LA Union Station serves as the regional connector to the light-rail lines. If LA Metro connects the Green Line to the existing Norwalk/Santa Fe Springs station the HSR Norwalk Station would connect with the Green Line.
- Q: Does a parallel Union Station disconnect HSR from the other local transit modes?  
A: No, if a parallel station is created, a people mover or other mobile connections would be used to help riders access adjacent transit modes. In addition, we have begun discussions with Metro on how HSR might connect.
- Q: Are you aware of the Regional Transit Study?  
A: Yes.
- Q: What is the timing to look south of Anaheim?  
A: Our task is to look at a stop in Anaheim, not to go south of the ARTIC. There is significant opposition from the cities of Orange and Tustin to HSR coming through their communities.



- Q: Regarding the AB 3034 language, does this prohibit using money to upgrade local systems?  
A: No, the bill has given money to each entity by formula and each can use the money how they want.
- Q: What is the cost difference between trench and tunnel construction?  
A: We are still studying what this will be.
- Q: Is there a reason, other than cost in sensitive areas, not to go underground or aerial?  
A: We look at the least amount of impact and a balance between costs, ease of construction and noise. The board will decide the alternatives.
- Q: Will this free up rail for freight?  
A: In urban areas, if we can put local trains on HSR tracks it will free up tracks to improve freight capacity. We will incorporate over 700 grade crossings throughout the state increasing the level of safety for freight tracks.
- Q: Why was the Pacheco Pass chosen when the Altamont Pass is faster and cheaper?  
A: Our environmental document clearly shows the travel time, cost, impacts, and ease of construction through the Pacheco Pass is better than the Altamont Pass. In addition, some cities along the Altamont route do not want HSR in their cities.
- Q: Is the Governor supportive?  
A: The Governor would like to see it built and he is supportive of the bond measure.
- Q: Has a campaign committee been setup and when can we expect to see ads?  
A: That is separate from the Authority and we do not know.
- Q: Do you have info on Soledad Canyon?  
A: Not yet, if we have funding we will study it.
- Q: The website says HSR will follow Metrolink tracks through Soledad Canyon, is that still happening?  
A: We are studying a few alternatives through the area.
- Q: One-third public and private partnerships, where will the private money come from?





A: We are still looking at mechanisms – private construction companies would build segment or provide equipment and run the system and get the revenue. State could sell revenue bonds and use cash for construction.

- Q: Are you currently looking at other alternatives from Union Station to the 134 freeway?

A: Yes, we have narrowed them down to four.

- Q: When do you envision you will select these alternatives and what role will stakeholders have to decide that?

A: We are looking at creating a SWG group after the DEIR to decided preferred alignment.

- Q: Is it possible to have contact information for all members of the Stakeholder Working Group?

A: We have not asked members for permission to release their contact information but we can provide names of the attendees.

- Q: Since the system will operate without subsidies, what will the average fare be to generate the expected revenue surplus?

A: We estimate a ticket will cost 70% of the going airfare rate from San Francisco to Los Angeles. We encourage you to check out our website to see how long the project will take, what the fare prices are estimated to be, and how much carbon dioxide will be saved.

- Q: What plan and/or strategies is SCAG a part of?

A: This is part of the financially constrained Regional Transportation Plan

- Q: If the bond does not pass, is there a contingency plan?

A: No.

- Q: Does AB 3034 require surplus to go back to the general fund?

A: If we need funds to maintain/improve the system, the money goes to HSR. If not, the money goes to the general fund.

- Q: When will you start planning from Los Angeles to San Diego?

A: There is not really a timeline. It is likely to move quickly, but if there are still discussions about maglev, then we will not have the room to build HSR. We need to figure out maglev with SCAG.

## **Appendix H. MAY 6, 2008 SWG MEETING INFORMATION PACKET**



**California High-Speed Rail Authority  
Anaheim to Los Angeles Section &  
Los Angeles to Palmdale Section**

**Stakeholder Working Group  
Norwalk Arts and Sports Complex, Sproul Room  
13000 Clarkdale Avenue  
Norwalk, CA 90650**

**May 6, 2008  
11:30 a.m. – 1:00 p.m.**

---

**AGENDA**

1. Welcome and Self Introductions
2. Project Introduction and Background –  
*Mehdi Morshed, Executive Director of CHSRA*
3. Southern California Regional Overview –  
*Bruce Armistead, Southern California Project Manager*
4. Introduction of Anaheim to Los Angeles Section Alternatives –  
*Bob Close, Anaheim to LA Project Manager*
5. Introduction of Los Angeles to Palmdale Section –  
*Dan Tempelis, LA to Palmdale Project Manager*
6. Closing



**California High-Speed Rail Authority**  
***Roles and Responsibilities of the Los Angeles to Palmdale***  
***Stakeholder Working Group (SWG)***

Thank you for your interest in the California High-Speed Rail Authority's (CHSRA) Los Angeles to Palmdale Section, and your willingness to serve on the Stakeholder Working Group (SWG).

The SWG plays an important role in the project development process. The group is comprised of community leaders who represent various interest groups and constituencies and have an interest in transportation and transit for the Los Angeles to Palmdale area, as well as for the state. The SWG will act as a liaison between the CHSRA and various local constituencies: by receiving information, sharing updates with their constituencies, and providing valuable feedback for the technical staff and public outreach team.

The SWG will provide specific input:

- To help build regional consensus for the identified alignment and service
- On the public involvement program
- On the best methods to reach and engage (their) constituency groups
- On perceptions and feedback received from (their) broader constituencies

Importantly, as a SWG member, you will be charged with fostering open communication among differing interests and moving the process forward in the spirit of compromise and cooperation. The project team will share feedback received from the SWG with the Authority, which is ultimately responsible for policy decisions. To that end, SWG members should be the designee from their organization and make every effort to attend SWG meetings consistently to provide continuity in moving the dialogue on high-speed train service for California forward.

The success of the SWG depends on your active participation. The SWG meeting is scheduled for **Tuesday, May 6 from 11:30 a.m. – 1:00 p.m.** at the Norwalk Arts and Sports Complex, Sproul Room, 13000 Clarkdale Avenue, Norwalk, CA 90650.

The SWG has been formed to reflect the following stakeholder interests for the Los Angeles to Palmdale Section:

- |  |   |
|--|---|
| ▪ Business/Economic Development Associations | ▪ Transportation Agencies/Groups/Services |
| ▪ Chambers of Commerce                       | ▪ Environmental Organizations             |
| ▪ Community and Neighborhood Organizations   | ▪ Major Employers                         |
| ▪ Developers/Construction                    | ▪ Educational Institutions                |
|  | ▪ Emergency Services                      |

Thank you for your commitment to improving transportation choices for our region!



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

### Los Angeles to Palmdale Section

#### STAKEHOLDER WORKING GROUP LETTER OF COMMITMENT

- I accept the opportunity to become a member of the Stakeholder Working Group (SWG) for the California High-Speed Rail Authority's (CHSRA) Los Angeles to Palmdale Section.
- I have read, understand and accept all of the responsibilities listed in the *Roles and Responsibilities of the Stakeholder Working Group*.
- I will make every effort to attend all SWG meetings.
- I will provide my constituents with accurate and factual study information.
- I will communicate openly with differing interests on the SWG and work towards moving the process forward in the spirit of compromise and cooperation.

Please fill out the following information. This information will only be used to contact you regarding this working group and relevant project information.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

☐ Yes, I will attend the SWG meeting on Tuesday, May 6, 2008.

Please return this form via fax or e-mail by Friday, April 25, 2008.

Fax: (213) 996-2217

E-mail: [chsra@communityspeakup.com](mailto:chsra@communityspeakup.com)

US Mail: CHSRA, c/o URS Corporation, 915 Wilshire Boulevard, Suite 700, LA CA 90017





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

California High-Speed Train Project  
Interest Form  
Los Angeles to Palmdale Section

As a leader of a community organization within the proposed high-speed rail corridor, we thought you might be interested in spreading the word about California's high-speed train project with your members. Your group's participation will help the California High-Speed Rail Authority engage a diverse group of community interests and build consensus for a project that will improve traffic, the environment and our economy. We thank you in advance for your interest in the project.

**Organization:** \_\_\_\_\_

**Contact Person:** \_\_\_\_\_

**Title:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Phone Number:** \_\_\_\_\_

We are interested in:  
(Please check all that apply)

- ☐ Scheduling a **California High-Speed Rail** presentation to our members.
- ☐ Sending an email blast about **California High-Speed Rail** to our members.
- ☐ Distributing **California High-Speed Rail** brochures to our members.  
Please send us #\_\_\_\_ brochures.
- ☐ Including an article about **California High-Speed Rail** in our next newsletter.

If you have any questions, please call us at (877) 877-6895.


**Please return this form via mail, email or fax to:**

MAIL: California High-Speed Rail Authority  
C/O URS Corporation  
915 Wilshire Boulevard, Suite 700  
Los Angeles, CA 90017

EMAIL: [chsra@urscorp.com](mailto:chsra@urscorp.com)

FAX: (213) 996-2290 – Attn. Annette Cortez

## **Appendix I. ACTIVITY CENTER EVENTS CONTACT INFORMATION RECEIVED**



**CALIFORNIA HIGH SPEED RAIL  
LANI Event - Thursday, May 15, 2008**

**CALIFORNIA HIGH SPEED RAIL**

**LANI Event - Thursday, May 15, 2008**

**PLEASE PRINT CLEARLY**

**SIGN - IN**

NAME	TITLE	ORGANIZATION	ADDRESS	E-MAIL
Deborah Berg	CEO	BergCM	302 W 1st St	
Daily Trojan	Campus Paper	Daily Trojan	Student Union #421 Tousdale Parkway University of So. Calif.	editor@dailytrojan.ucla.edu
MAGGI FAJNOR		EC PDP OSC	2631 Orchard 90007	MAGGI4FE@gmail.com
GERARDO W BORDA	INSTRUCTOR		5055 SAN RAFAEL AVE L.A. CA. 90042	derbor@ucla.edu

**BERG & ASSOCIATES, INC.**  
Public Works Construction Management

**DEBORAH BERG**  
Chief Executive Officer

302 W. 5th St., Suite 210  
San Pedro, CA 90731  
deborah@bergcm.com

Office: (310) 548-9292  
Fax: (310) 548-9195  
Cell: (310) 739-5710



# CALIFORNIA HIGH SPEED RAIL

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
P.F. Haven ture	DTNC	DTNC	7255 Wilshire	LA	90022	213 480 8003	Cal Xaleng 0011 Phillip@venture
Gloria Demetris	Housing Committee	HHPHC	5119 Aldama St	LA	90042	323 256-0445	gloria.schneider C M SN.COM
Nancy Wyatt	Kiwanis DEBS PK HHPHC		633 Milo Tee	LA	90042		newyatt I @yahoo.com
Tony Ringor	EXEC. DIR	DIVERSIFIED SVC. FOR YOUTH ASSOCIATION	P.O. BOX 6144 SANTA FE DE ORO CA	SANTA FE	90034		1014 rsr@msn.com
Roxane STORM			11053 Strathmore Dr LA	LA	90024		roxane.storm @gmail.com
C. M. BARRANT		PMHCC	4716 7TH AVE	L.A.	90043	323 296-6042	CARTELLA-B @hotmail.com






# CALIFORNIA HIGH SPEED RAIL

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## SIGN - IN

NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
JOHN HARRIS	<del>CHAIR</del> BOARD MEMBER	EHNC	1125 N. VIRGIL AVE	LA	90029	323 672 7486	
DOROTHY BEFIMAN		GREATER GRIFFITH PARK N.C.	1825 N. #10 BERENDO ST	LA	90027	323 669-3380	
DAN STORILL		RUNC					danstorrillnow@gmail.com
R. Monique TAYLOR	SECRETARY	WEST COLUMBIA N.C.	2528 West Blvd LA 90016	LA	90016	303 933-4548	monique1944@aol.com
Dr. Stan Moore	V-P	Historic Highland Park Neighborhood Council	132 N. Ave 56 LA 90042	L.A.	90042	(323) 256-1024	randrmoore@stcglobal.net
Heinrich Keifer	Pres.	Kiwanis	530 N. AVE 53	LA	90042	(323) 385-4935	HKeifer101@stcglobal.net






**CALIFORNIA HIGH SPEED RAIL**

**CALIFORNIA HIGH SPEED RAIL**

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
SCOTT CRAWFORD	BOARD	SUNC	802 D Dillon	LA	90026	323 663/664	
JEFF GARDNER	AVNC Board	Atwater Village NC					
Robert Kuoosi	WALL Cooktion		12314 Willow Way	PACIFICA, CA	91324	(818) 894-2602	
Eugene Little Arch	SL NC	Sivan Lake NC	1927 Apple Ave	LA, CA	90039	323-664- 2558	Everett L Little SLC@GMAIL.NET
VIVIAN IANAMACHI		BANC	1630 1/2 S. Menlo Ave	LA	90006	213 745-4560	ca @ a @ Sbcglobal.net
Denise Lopez	Field Rep	San Fedilio	177 S. Vine Street # 310	LA	90014	213 612-9566	denise.lopez@ sen-fed.gov



CALIFORNIA HIGH-SPEED RAIL  
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**CALIFORNIA HIGH SPEED RAIL**

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
MARY Trotter	LAADay Coordinator	Kids Prevention Club of Com Palmdale	1008 E. 51 Street	LA	90011	323-964-3282	KidsPreventionClub@ComPalmdale.com
Zosa Bardas	member	L.A.U.R.A	1223 E. 60th St	LA	90001	(323) 232-3501	
Richard S Hartz	Director	Tract No. 7160 Assn, Inc	2065 Kewwood Ave	LA	90025	370 277-6505	gratianna@pacbell.net
Judy Swanson	Informal Kids in Charge Director		2205 W. 10th St. #507 2A	CA	90057	213 943-5000	JSwanson@verclairine.com
Jimmy Williams	Director	Rec. & Parks	3507 S. Patmore L.A. 90016	CA	90016	323 298-5274	Jimmy.Williams@CITY-ORG
John Willingham	Director	Rec & Parks	1464 E. 109th St L.A. (CA) 90058	CA	90058	(349) 566-4421	John.Lohn906@Yahoo.com

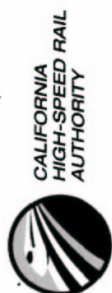


# CALIFORNIA HIGH SPEED RAIL

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
Julie Brown	Marketing Coordinator	BergM	302 W. 5th St, Ste 210 San Pedro, CA 90731			310 548 9292	julie@bergm.com
Misty Tawatsu	Exec. Dir	North Fig Assoc	5151 Faulstich St. LA 90042	Los Angeles	90042	323 255 5030	misty.LI@AOL.com




**CALIFORNIA HIGH SPEED RAIL – 2008 SFV Economic Summit**  
Thursday, May 8, 2008 – Universal City

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
P. Geller	Educator	Magnolia Science Academy					Pamfaith12@msn.com





**CALIFORNIA HIGH SPEED RAIL**

*Shrestha*  
5/22/08

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
Alex Heath	Student	Cal Poly Pomona	15445 Ocaso Ave La Mirada, CA	La Mirada	90638	714) 408-8600	alexheath86@yahoo



*Stratton*  
5/22/08

# CALIFORNIA HIGH SPEED RAIL



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## SIGN - IN

NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
ANDREW ALUI SON	ARCHITECT	ALUI JERMA ASSOC.					andrew.a. alui@verizon.com drew-alui@msn.com yah-e.com acdmixtli2 hotmail.com
Shofer, Jim							
Chris Corrao	Planner	City of West Hollywood			90069		chris.corrao@ gmail.com
Bob Belkale	Editor	El Pueblo	201 N. Los Angeles #17	LA	90026	213 469/155	elizabeth.belkale @acobsa.org
EMILE GARONIX Vice President		geotech	417 So. Hill St. #942	LA, CA	90015	213.833 5910	getec@ aol.com
Wendy Brugh			950 S. Flower St. #202 LA, 90015				wbrughet@ hotmail.com



# CALIFORNIA HIGH SPEED RAIL


StreetCar  
5/22/08

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## SIGN - IN

NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
MICHAEL BARNEY	MR.	CITY OF WEST HAVEN WOOD	1255 N. FEE ORANGE DR., #30	LAX	90038	323-596- 8183	LAX723@ GMAIL.COM
NOEL HYUN	MISS	COUNCIL DISTRICT 13 ERIC ARNEST	200 N Spring Str Rm 470 LA 90012	LA	90012	213-473- 7013	MBARNEX@WEHO.C NOEL.HYUN@ LACITY.ORG
Victor Cuevas	MR.	El Pueblo Commission	11351 Goleta Street 91742 Lake View Terrace, CA	LA	91342	818) 890-9184	Vcuevas @mac.com
WAYNE A. WILBUR	MR.	deasy penner		LA	90011		WAYNEA WILBUR@ HOTMAIL.COM
Steve Crosley	MR.	Fehr + PEERS	201 Santa Monica Bl, Suite 500	Santa Monica	90401		Scrosley@ fehrandpeers. com
MARTIN Romo	MR.	CAL POLY POMONA	21 UNIVERSITY DR #103 POMONA, CA 91768	L.A.	91768	661-974 4022	MartinRomo @supernova.net

Green Pasadena Leadership Summit  
6/7/08




**CALIFORNIA HIGH SPEED RAIL**

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
Mikei SHARAK	Exec. Dir.	Active Now	2062 Lewis Ave	Altadena	91001	626-568-8329	mskpat@jpsd.com
Marsha Reed	Principal	URBAN Re-inventions	216 J. MADISON AVE #302	PASADENA	91101	626-568-8329	marshareed@earthlink.net
Joseph L. WILCOX	Exec. Student	Carrey Pomona	1737 GRANADA DR	CHINO Hills	91109	626-475-3921	jlwilcox@csupomona.edu
Erin Muta	Grant Student	USC	1264 E. Hudson AVE	Pasadena	91104	—	emeta@usc.edu
Pita Turner	Commissioner	Pasadena Commission on the Status of Women	796 Merritt Dr, #7	Pasadena	91104	213-241-7645	rita.turner@lausdnet
TRINH TIANG	Project Assistant	CWCA					tinangtrinh@gmail.com
Lynne Curry	Consultant	Self Employed Consulting	535 W. Duane Rd #3	Arcaadia	91613		lynne.curry@gmail.com





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*Mailing List*

*open Pasadena leadership summit*

*6/7/08*

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
<i>Kimberly</i>	<i>convergence / solutions</i>					<i>819 761 5688</i>	<i>info@convergence.com</i>
<i>Alec Phoenix</i>			<i>PO Box 2546 Venice CA 90294</i>	<i>Venice</i>	<i>90294</i>	<i>310 963 0659</i>	<i>alec.phoenix@gmail.com</i>
<i>Latia</i>			<i>254 Grand Ave Monrovia, CA 91016</i>	<i>Monrovia</i>	<i>91016</i>		<i>lets-make-space@yahoo.com</i>




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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
Liz			9808 Daines Dr. Temple City, CA 91780			626-940-8551	lizj@earthlink.net
Josh Jordan	Environmental Representative	Granada Hills North Neighborhood Council	11041 Belton Blvd #63 Granada Hills, CA 91344	Granada Hills	91344	(805) 270-5904	jordan@jordan.org





**CALIFORNIA HIGH SPEED RAIL**

*Green Pasadena Leadership Summit*

*6/7/08*

**CALIFORNIA HIGH SPEED RAIL**

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
Matt Haberman	Engineer	Jet Propulsion Laboratory	428 Cypress Ave	Pasadena	91103		mh52@cornell.edu
THOMAS HANIEL	ARCHITECT	TORN CALLAS & PARTNERS	523 N 1ST 6TH SUITE 212 LOS	LOS ANGELES	90014	213 607 0070	thaniel@torncllks.com
Rhett Beavers	Landscape Architect	Gensler	2790 Broadway Santa Monica		90404	310 494 4164	Rhett@gensler.com
JANUARY NORMAN	CITIZEN ACTIVIST	WINDSOR AIRBORNE NEIGHBORHOOD ASSOC	989 LEHIGH ST PASADENA 91001				jnorman2@earthlink.net
Graig Miller	Citizen	Linda Vista Annunciate Assoc	1515 Linda Vista Pasadena	Pasadena 91103		626 793-8193	c.miller5388@spcglobal.net
ROBERT WARD		Caltech	H7 1/2 S. Roosevelt	Pasadena 91107	91107		wardbarter@gmail.com



# CALIFORNIA HIGH SPEED RAIL – 2008 SFV Economic Summit

Thursday, May 8, 2008 - Universal City


Mailing list

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
Dionisia Rodriguez			3401 Larga Ave L.A. Ca 90739	L.A	90739		minisdringuez @attchick.net
Gabriela Korynwaig						213- 200-0463	Gabriela.Korynwaig @hotmail.com
Elyson							
Richard Gomez			4049 Poplar Dr Ave. CA 90079	CA	90079	322- 661-2901	Hilacaramas PA Hernandez
Plane Sepatino			1641 Camulos Ave Glendale 91208			818- 244-2470334	
Mary Johnson			119 W. Knwood St #112 Upland 91786			972- 857-7637	msachem@ wiscanmail.com

1101 Street  
Los Angeles



**CALIFORNIA HIGH SPEED RAIL – 2008 SFV Economic Summit**  
~~Thursday, May 8, 2008~~ **Universal City**

*At West Hollywood*

**CALIFORNIA HIGH SPEED RAIL**  
AUTHORITY

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NAME	TITLE	ORGANIZATION	ADDRESS	CITY	ZIP CODE	PHONE	E-MAIL
RICH DEAN			3426 MADEIRA AVE	Los Angeles	90039	323-422-6633	RDEANE@MAC.COM
GIO PIA GARCIA			417 Genentech	Glendale	91206	818-585-7797	
MARK WALDNER	President	Arroyo Village Residents Assoc.	3531 Greenwood Rd Los Angeles Ca 90039	L.A.	90039		MARK90039@HOTMAIL.COM
Philip Alexander		AVNL		LA.	90039		Philw@AOL.com





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

5/22/08  
Streetcar

California High-Speed Train Project  
Interest Form  
Los Angeles to Palmdale Section

As a leader of a community organization within the proposed high-speed rail corridor, we thought you might be interested in spreading the word about California's high-speed train project with your members. Your group's participation will help the California High-Speed Rail Authority engage a diverse group of community interests and build consensus for a project that will improve traffic, the environment and our economy. We thank you in advance for your interest in the project.

Organization: COUNCIL DISTRICT B - ERIC CLARZETTI

Contact Person: NOEL HYUN

Title: ASSOC. PLANNER

Email: NOEL.HYUN@LACTV.ORG

Phone Number: 213 473-7013

We are interested in:  
(Please check all that apply)

- ☐ Scheduling a **California High-Speed Rail** presentation to our members.
- ☐ Sending an email blast about **California High-Speed Rail** to our members.
- ☐ Distributing **California High-Speed Rail** brochures to our members.  
Please send us #      brochures.
- ☐ Including an article about **California High-Speed Rail** in our next newsletter.

If you have any questions, please call us at (877) 877-6895.

**Please return this form via mail, email or fax to:**

MAIL: California High-Speed Rail Authority  
C/O URS Corporation  
915 Wilshire Boulevard, Suite 700  
Los Angeles, CA 90017

EMAIL: [chsra@urscorp.com](mailto:chsra@urscorp.com)

FAX: (213) 996-2290 – Attn. Annette Cortez



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

5101st  
Streetcar

California High-Speed Train Project  
Interest Form  
Los Angeles to Palmdale Section

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Organization: LOS ANGELES PLANNING DEPT - URBAN DESIGN STUDIO

Contact Person: SIMON PASTUCHA

Title: PRINCIPAL URBAN DESIGNER

Email: Simon.Pastucha@lacity.org

Phone Number: 213 978 1475

We are interested in:  
(Please check all that apply)

☐

Scheduling a **California High-Speed Rail** presentation to our members.

☐

Sending an email blast about **California High-Speed Rail** to our members.

☐

Distributing **California High-Speed Rail** brochures to our members.  
Please send us #      brochures.

☒

Including an article about **California High-Speed Rail** in our next newsletter.

If you have any questions, please call us at (877) 877-6895.

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915 Wilshire Boulevard, Suite 700  
Los Angeles, CA 90017

EMAIL: [chsra@urscorp.com](mailto:chsra@urscorp.com)

FAX: (213) 996-2290 – Attn. Annette Cortez





CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

Streetcar  
5/22/18

California High-Speed Train Project  
Interest Form  
Los Angeles to Palmdale Section

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Organization: GC Tech

Contact Person: EMILE GARDON

Title: Vice President

Email: getec@aol.com

Phone Number: 213 333.5910

We are interested in:  
(Please check all that apply)

☐

Scheduling a **California High-Speed Rail** presentation to our members.

☒

Sending an email blast about **California High-Speed Rail** to our members.

☐

Distributing **California High-Speed Rail** brochures to our members.  
Please send us #      brochures.

☐

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C/O URS Corporation  
915 Wilshire Boulevard, Suite 700  
Los Angeles, CA 90017

EMAIL: [chsra@urscorp.com](mailto:chsra@urscorp.com)

FAX: (213) 996-2290 – Attn. Annette Cortez



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

### California High-Speed Train Project Interest Form

SWG mtg.  
5/6/08

As a leader of a community organization within the proposed high-speed rail corridor, we thought you might be interested in spreading the word about California's high-speed train project with your members. Your group's participation will help the California High-Speed Rail Authority engage a diverse group of community interests and build consensus for a project that will improve traffic, the environment and our economy. We thank you in advance for your interest in the project.

Organization: LINCOLN HTS N.C.

Contact Person: FRANK WADA

Title: BOARD MEMBER

Email: FWADA2K2@YAHOO.COM

sent e-mail  
05/13

Phone Number: 323-225-1012

We are interested in:  
(Please check all that apply)



Scheduling a **California High-Speed Rail** presentation to our members.



Sending an email blast about **California High-Speed Rail** to our members.



Distributing **California High-Speed Rail** brochures to our members.  
Please send us # 25+ brochures.



Including an article about **California High-Speed Rail** in our next newsletter.

If you have any questions, please call us at (877) 724-5422.

**Please return this form via mail, email or fax by Wednesday, April 30 to:**

MAIL: California High-Speed Rail Authority  
C/O CPG  
17744 Skypark Circle, Suite 100  
Irvine, CA 92614

EMAIL: [chsra@communityspeakup.com](mailto:chsra@communityspeakup.com)

FAX: (213) 438-1764



CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

California High-Speed Train Project  
Interest Form

swg mtg.  
5/6/08

As a leader of a community organization within the proposed high-speed rail corridor, we thought you might be interested in spreading the word about California's high-speed train project with your members. Your group's participation will help the California High-Speed Rail Authority engage a diverse group of community interests and build consensus for a project that will improve traffic, the environment and our economy. We thank you in advance for your interest in the project.

Organization: BOY SCOUTS

Contact Person: JIM MCCARTHY

Title: PROGRAM DIRECTOR

Email: JIM.MCCARTHY@BOYSCOUTS.LA.ORG

Phone Number: 213-413-4400 x 341

We are interested in:  
(Please check all that apply)

- mo/BC ☐ Scheduling a **California High-Speed Rail** presentation to our members.
- ☐ Sending an email blast about **California High-Speed Rail** to our members.
- Yes ☒ Distributing **California High-Speed Rail** brochures to our members.  
Please send us #      brochures.
- mo/BC ☐ Including an article about **California High-Speed Rail** in our next newsletter.

sent e-mail  
5/5/08

If you have any questions, please call us at (877) 724-5422.

Please return this form via mail, email or fax by Wednesday, April 30 to:


MAIL: California High-Speed Rail Authority  
C/O CPG  
17744 Skypark Circle, Suite 100  
Irvine, CA 92614

EMAIL: [chsra@communityspeakup.com](mailto:chsra@communityspeakup.com)

FAX: (213) 438-1764



SFV Economic Alliance  
5/8/08

 CALIFORNIA  
HIGH-SPEED RAIL  
AUTHORITY

http://www.  
nenc-la.org

California High-Speed Train Project  
Interest Form  
Los Angeles to Palmdale Section

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Organization: NENC Northridge East Neighborhood Council

Contact Person: Kelly Hard

Title: President

Email: P.McCarthy@NENC-la.org

Phone Number: \_\_\_\_\_

We are interested in:  
(Please check all that apply)

☒ Scheduling a **California High-Speed Rail** presentation to our members.

☐ Sending an email blast about **California High-Speed Rail** to our members.

☐ Distributing **California High-Speed Rail** brochures to our members.  
Please send us # \_\_\_\_\_ brochures.

☐ Including an article about **California High-Speed Rail** in our next newsletter.

If you have any questions, please call us at (877) 877-6895.

Please return this form via mail, email or fax to:

MAIL: California High-Speed Rail Authority  
C/O URS Corporation  
915 Wilshire Boulevard, Suite 700  
Los Angeles, CA 90017

EMAIL: chsra@urscorp.com

FAX: (213) 996-2290 – Attn. Annette Cortez

pentemail  
05/09

next Mtg  
May 21st  
meeting

# Taking you from Los Angeles to Palmdale in *25 minutes*



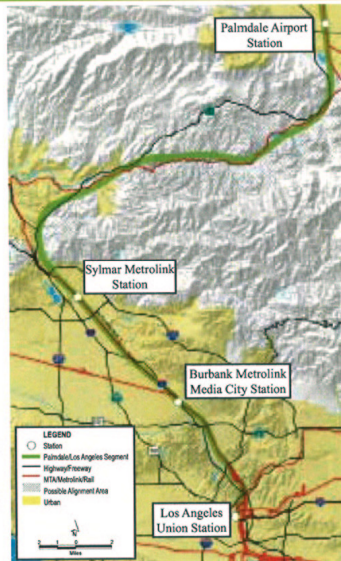
## California High-Speed Train Los Angeles - Palmdale Section

### What Is It?

The California High-Speed Rail Authority (CHSRA) is proposing high-speed train service for travel between major metropolitan areas of California. The service would run from Los Angeles, Orange County and San Diego in the south to the San Francisco Bay Area and Sacramento in the north. This fast, safe and reliable system is forecast to carry approximately 100 million passengers annually by the year 2030.

### Where Will It Go?

The proposed alignment for the Los Angeles - Palmdale Section will connect Los Angeles Union Station and the Palmdale Airport Station.



### Everyone Benefits

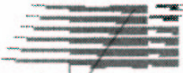
The benefits of high-speed trains are significant and wide-spread. Highlights include:

- **Protect the Environment** – Early estimates show that high-speed trains will reduce greenhouse gas by 17.6 billion pounds per year, equivalent to removing 1.4 million cars off the road annually.
- **Enhance the Economy** – The high-speed train will create nearly 160,000 construction-related jobs and is expected to generate up to 450,000 permanent jobs statewide once completed.
- **Better Connections** – Provides a safer, time- and cost-efficient alternative to automobiles and will help relieve overcrowding at major airports.
- **Improve City Streets** – Locally, many existing at-grade railroad street crossings will be separated from vehicle traffic.
- **Reduce Traffic** – The statewide system will remove over 70 million auto trips per year.

### Please add me to the mailing list.


First Name Amber Last Name Hancock  
Title Student Organization \_\_\_\_\_  
Address 4902 Aldama St City Los Angeles Zip Code \_\_\_\_\_  
Day Phone \_\_\_\_\_ Evening Phone \_\_\_\_\_  
Email hancock - amber@yahoo.com  
Comments \_\_\_\_\_






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Fax (213) 624-1188  
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F. Andrew Allison, AIA Senior Architect  
  
Los Angeles • New York • Oakland • Phoenix • Sacramento • Orange • Redmond

**ALLYN D. RIFKIN, PE, PTOE**  
TRANSPORTATION PLANNER/ENGINEER  
**RTPG**  
**the Rifkin Transportation Planning Group**  
  
Los Feliz Towers – Suite 1403 (323) 664-2805  
4455 Los Feliz Blvd (323) 664-2805 fax  
Los Angeles, CA 90027 (323) 697-1594 cell  
[AllynRifkin@gmail.com](mailto:AllynRifkin@gmail.com) e-mail




**ERIC HAACK, AICP**  
TRANSPORTATION PLANNER  
[e.haack@fehrandpeers.com](mailto:e.haack@fehrandpeers.com)  
  
201 Santa Monica Blvd., Suite 500  
Santa Monica, CA 90401  
T: 310-458-9916 ext: 3143  
F: 310-394-7663




**LORENZO REFFREGER**  
Director Marketing, Sales & Service  
  
101 The Embarcadero, Suite 210  
San Francisco, CA 94105  
Tel: (415) 568-2712  
Fax: (415) 568-2720  
Mobile: (415) 420-4125  
[lreffriger@ansaldobreda.com](mailto:lreffriger@ansaldobreda.com)  
[www.ansaldobreda.com](http://www.ansaldobreda.com)

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**CITY OF GLENDALE, CALIFORNIA**  
Planning Department  
**Stephanie Reich, A.I.A.**  
Senior Urban Designer  
  
633 East Broadway, Room 103  
Glendale, CA 91206-4386  
Tel: 818 548-2140  
Fax: 818 548-0392  
[sreich@ci.glendale.ca.us](mailto:sreich@ci.glendale.ca.us)



**Emile Gardner**  
Vice President  
  
417 South Hill St. Suite 942  
Los Angeles, CA 90013  
Cell: (818) 365 2084  
Tel: (213) 833 5910  
Fax: (213) 253 2710  
email: [egardner@aol.com](mailto:egardner@aol.com)  
web: [www.gc-tech.com](http://www.gc-tech.com)


**CYNTHIA R. SUGIMOTO, P.E.**  
Associate Principal  
  
**Lea + Elliott**  
  
562-403-8801 Phone  
415-254-3610 Cell  
[csugimoto@leae Elliott.com](mailto:csugimoto@leae Elliott.com)  
  
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17777 Center Court Drive, Ste. 570  
Cerritos, California 90703  
  
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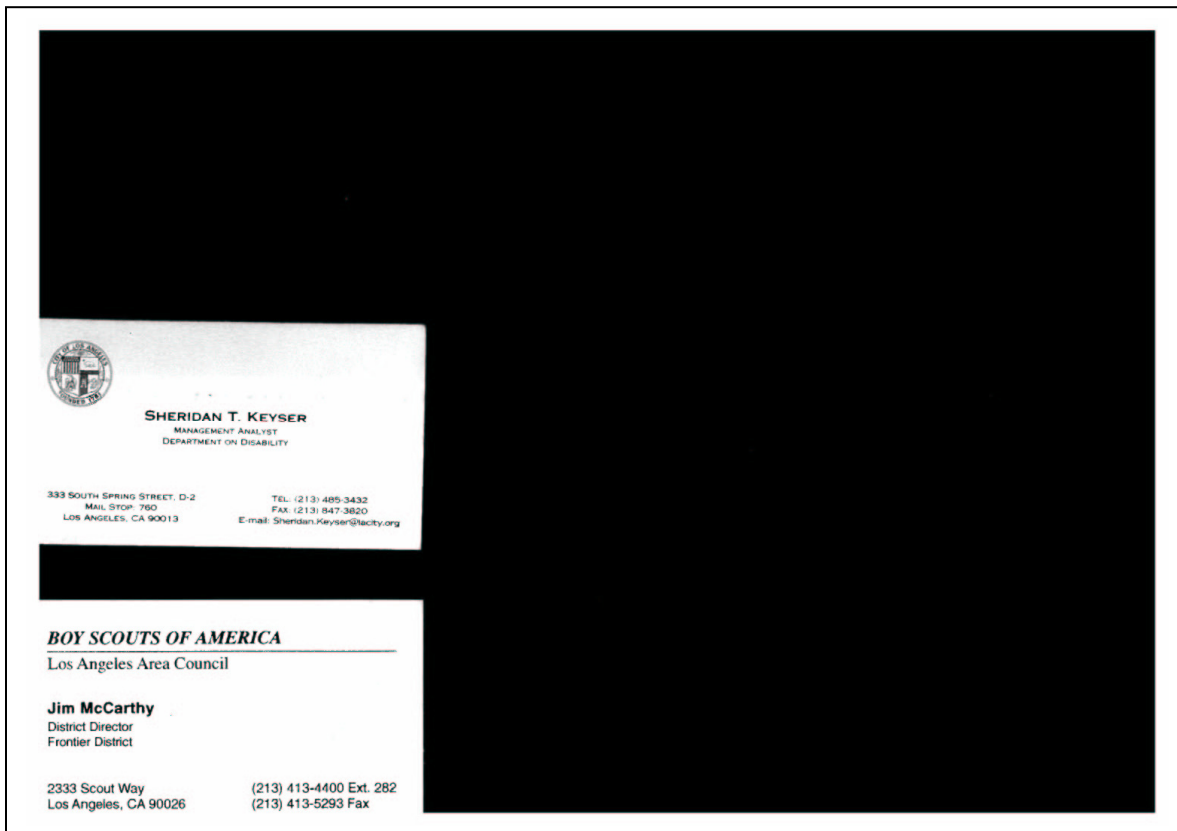
**Christopher Corrao**  
Assistant Planner  
Planning Division  
Community Development  
Department  
  
City Hall  
8300 Santa Monica Boulevard  
West Hollywood, CA 90069-0216  
Tel: (323) 848-6868  
Fax: (323) 848-6575  
email: [ccorrao@weho.org](mailto:ccorrao@weho.org)  
[www.weho.org](http://www.weho.org)

*Outreach Activities*

**ERIC GARCETTI**  
COUNCILMEMBER  
DISTRICT THIRTEEN  
President, Los Angeles City Council  
**Ryan R. Carpio** First Deputy  
[Ryan.Carpio@lacity.org](mailto:Ryan.Carpio@lacity.org)



**Craig Damon** x6226  
  
640 S. Main Street  
Los Angeles, CA 90014  
[www.thececilhotel.com](http://www.thececilhotel.com)  
  
Phone: 213.624.4545  
Fax: 213.627.1629  
Reservations: 800.896.5294  
[reservations@thececilhotel.com](mailto:reservations@thececilhotel.com)  
[info@thececilhotel.com](mailto:info@thececilhotel.com)







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 <p><b>Paula Kelly</b> Senior Planner</p> <p>5050 North Irwindale Avenue • Irwindale, CA 91706 Phone: (626) 430-2209 Facsimile: (626) 962-2018 E-mail: paulakelly@ci.irwindale.ca.us</p>	<p><b>AIR CONDITIONING</b> <b>CALL AIR HELP</b></p> <p>Air Conditioning • Heating • Refrigeration Service Repair &amp; Installation Residential • Commercial • Industrial 24 hr. Emergency Service</p> <p>(909) 917-8568 Cell (909) 478-0673 26122 Mission Rd. • Loma Linda, CA 92354 Se Habla Español</p> <p>"Need Help?" Owner/HERBERT SAMAYOA Lic # 678555</p>
<p><b>Environetics</b> Designing Environments That Work.</p> <p>Sandra M. Dino Director of Sustainable Interiors LEED Accredited Professional SDino@Environetics.com</p> <p>8530 Venice Boulevard Los Angeles, CA 90034-2570 T 310.287.2180 x 250 F 310.287.2185</p> <p>www.Environetics.com Los Angeles New York</p>	<p><b>Environetics</b> Designing Environments That Work.</p> <p>Joan S. Marshall Director of Business Development JMarshall@Environetics.com</p> <p>8530 Venice Boulevard Los Angeles, CA 90034-2570 T 310.287.2180 x 122 818.769.5071 M 818.634.4742 www.Environetics.com Los Angeles New York</p>
 <p><b>Earth Systems Southwest</b></p> <p><b>Erica Schelin</b> Business Development/ Operations Manager</p> <p>Archibald Center 9804 Crescent Center Drive Suite 601 Rancho Cucamonga, CA 91730 PHONE (909) 484-5455 CELL (909) 841-5324 FAX (909) 484-5995</p> <p>Website: www.earthsys.com E-Mail: eschelin@earthsys.com</p> <ul style="list-style-type: none"><li>• Geotechnical Engineering</li><li>• Geology</li><li>• Environmental Services</li><li>• Construction Testing</li></ul>	



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First Name May Last Name Hsu  
Title Real Estate Pro Organization Freeline Realty  
Address 9168 Las Tunas Dr City Tempe City Zip Code 85719  
Day Phone \_\_\_\_\_ Evening Phone \_\_\_\_\_  
Email greenandgorgeous@gmail.com  
Comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## **Appendix J. GREEN PASADENA LEADERSHIP SUMMIT PROGRAM GUIDE**

		
<p>a part of the movement to make schools better places to learn. Join Randall Higa of Southern California Edison, a member of the CHPS Board of Directors and a resident of Pasadena, for this informative and motivating talk.</p>	<p>green policies. Have your questions answered first hand, and provide decision makers with valuable input. The discussion will focus on the seven subject areas of the Green City Action Plan: Energy, Waste Reduction, Urban Design, Urban Nature, Transportation, Environmental Health and Water. Each moderated session will focus on the action items currently being considered in these subject areas, with an eye towards the possibilities for community involvement.</p>	
<p><b>Speaker:</b> Randall Higa, P.E., LEED AP, Southern California Edison</p>	<p><b>SESSIONS:</b></p>	
<p><b>THE LOW IMPACT LANDSCAPING SYSTEM – ROOM 207</b> Want to learn about the latest landscaping techniques and practices professionals use to reduce water consumption in your home garden? This seminar will help you make smart and aesthetically pleasing landscaping choices while reducing environmental impact. Come learn the basic principles of watering, soils, and plants, along with a comprehensive guide to free community resources</p>	<p><b>WASTE REDUCTION, ENVIRONMENTAL HEALTH, TRANSPORTATION – ROOM 207</b></p>	
<p><b>Speakers:</b> Tim Wheeler, The Metropolitan Water District of Southern California; Tony Zile, New Growth Landscaping Company</p>	<p><b>URBAN DESIGN, URBAN NATURE – ROOM 212</b></p>	
<p><b>THE BUSINESS CASE FOR GOING GREEN, PART II – ROOM 210</b> Market research data shows that consumers and businesses want to go green. Merchants can no longer expect consumers to accept a lower level of quality for a green product. The good news is that environmentally minded buyers are willing to pay a little more. It is imperative for all businesses to begin a journey towards sustainability. Castle Press will discuss the methods that resulted in meeting our customer's green goals as well as the resulting cost savings that went directly to the bottom line.</p>	<p><b>ENERGY, WATER – ROOM 214</b></p>	
<p><b>Speaker:</b> Gregory Stephens, Castle Press</p>	<p><b>Note:</b> Each of these three sessions will repeat, with the first session beginning at 2:00 pm and the second at 3:45 pm.</p>	
<p><b>2:00 pm-4:45 pm</b></p>	<p><b>EXHIBITORS</b> <b>EI Solutions</b> 130 West Union St. Pasadena, CA 91103 800-237-0916 email: solutions@eispv.com www.eispv.com EI Solutions is one of California's fastest growing providers of large-scale solar power systems.</p> 	
<p><b>TOWN HALL SESSIONS – PLAZA LEVEL</b> The Town Hall Sessions will provide a forum for Summit attendees to engage in discussion with representatives from the City of Pasadena. The goal is to facilitate communication between the city and its constituents in order to advance the goal of creating a clean and sustainable community.</p>	<p><b>Southern California Gas Company</b> <b>A Sempra Energy Utility</b> www.socalgas.com Southern California Gas Co. has been delivering clean, safe and reliable natural gas to its customers for more than 140 years. It is the nation's largest natural gas distribution utility, providing safe and reliable energy to 20.3 million consumers through 5.7 million meters in more than 500 communities.</p>	
<p>This is unique opportunity to interact directly with city staff, as well as members of the Environmental Advisory Commission and the City Council—the officials who are charged with establishing and implementing Pasadena's</p>	<p><b>California High-Speed Rail Authority</b> <b>c/o URS Corporation</b> email: annette_cortez@urscorp.com www.cahighspeedrail.ca.gov By linking all major cities in California with a state-of-the-art new transportation choice, high-speed trains will move people and products across our state like never before. The system will cost half as much as expanding freeways and airports to deliver the same transportation capacity.</p>	
		<p>p7</p>